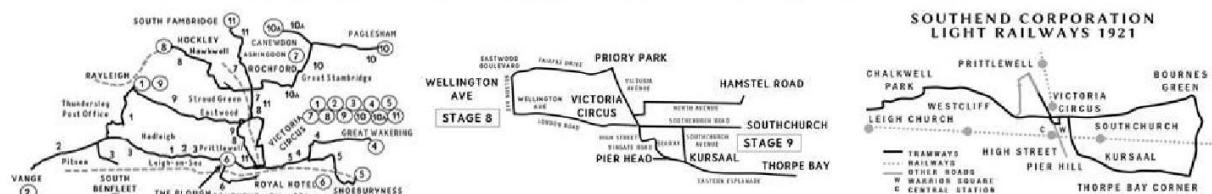


PUBLIC TRANSPORT SERVICES IN THE SOUTHEND-on-SEA DISTRICT 1900 - 1955



SOUTH EAST ESSEX - UK

OVER 250 ROUTE DIAGRAMS



BUSES - TROLLEYBUSES - TRAMS

33 OPERATORS

Barling and Wakering Motor Services (Unlicensed) – Benfleet and District Motor Services - Blue Buses as a subsidiary of Westcliff-on-Sea Motor Services- Borough Motor Services - Canvey Auxiliary Motors - Canvey Motor Services Limited – Canvey Island Motor Association- Canvey and District Motor Transport Company- Central Motor Services (Unlicensed) - City Coach Company - Eastern National Omnibus Company – Leigh, Hadleigh Wagonette - National Omnibus & Transport Company - New Empress Saloons - New Imperial Motors - Pearce's Motor Services Ltd. - Pitsea Motor Services (Unlicensed) - Rayleigh Motor Services Ltd. - Rochford and District Motor Services Ltd. - Royal Red Pullman Saloons as a subsidiary of Westcliff-on-Sea Motor Services - Shoeburyness Motor Services Ltd. - Southend-on-Sea District Motor Omnibus Company Southend and District Coaches (Unlicensed) – Southend Corporation Transport - Southend Express Services (Unlicensed) - Southend Passenger and Parcel Service (Unlicensed) – Southend-on-Sea Charabanc Company - Thundersley, Hadleigh and District Motors – Thundersley, Hadleigh and Rayleigh Motors- Thundersley and Hadleigh Motor Services- Victory Motor Services (Unlicensed) - Westcliff-on-Sea Motor Services – Wakering Motor Brake

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PUBLIC TRANSPORT SERVICES IN THE SOUTHEND-on-SEA DISTRICT ESSEX U.K. 1900 - 1955

AN HISTORIC TIMELINE COMPILED FROM VARIOUS SOURCES
BY RICHARD HAYDEN

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PLEASE NOTE

All the information in this document is from third party sources.

INTRODUCTION

This is an historical survey of the early motorised public transport services in the Southend-on-Sea area of South East Essex up to 1955, when Southend-on-Sea District Motor Service Area Co-ordination Agreement - known as the "Southend and District Joint Services"- came into effect. This survey was completed as a "Covid-19 Lockdown Project".

The geographical area of the survey is shown in the maps below. The topography of the area is flat with few hills and prior to the start of the 20th Century, it had a history of agriculture, fishing, and aquaculture. Stagecoach services from Southend to London commenced at the end of the 1700s' via Hadleigh and Rayleigh on the improved turnpike roads and in the mid 1800's, railways from London to Southend were constructed, which ended the stagecoach services. Since then, the area has become focused on small manufacturing industries and services, and it has been a dormitory area for workers traveling to London each day. In the mid-20th Century, a large oil refinery complex was constructed on the northern bank of the River Thames at Coryton, and a "New Town" was created in Basildon near Laindon.



**SOUTHEND-on-SEA DISTRICT -THE AREA COVERED BY THIS HISORIC SURVEY
PLEASE SEE MAP ON NEXT PAGE**



POPULATION CENTRES

Southend-on-Sea is the main population centre in South East Essex. It has grown from a small fishing village at the "South End" of the larger Anglo-Saxon village of Prittlewell, to a sea-side resort and major service centre – the population having grown from 18,203 in 1891 to 173,658 in 2011.

The second major population area is Basildon, with a current population of 107,133. Until 1946, it was a rural area of "plotlands" – small land holdings, without any amenities, sold by speculators in the nineteen thirties to Londoners, who built "shacks" of second-hand building material in which to live. In 1946, the "New Town Act" was introduced, and Basildon was selected as one of the 18 new towns to be created the UK.

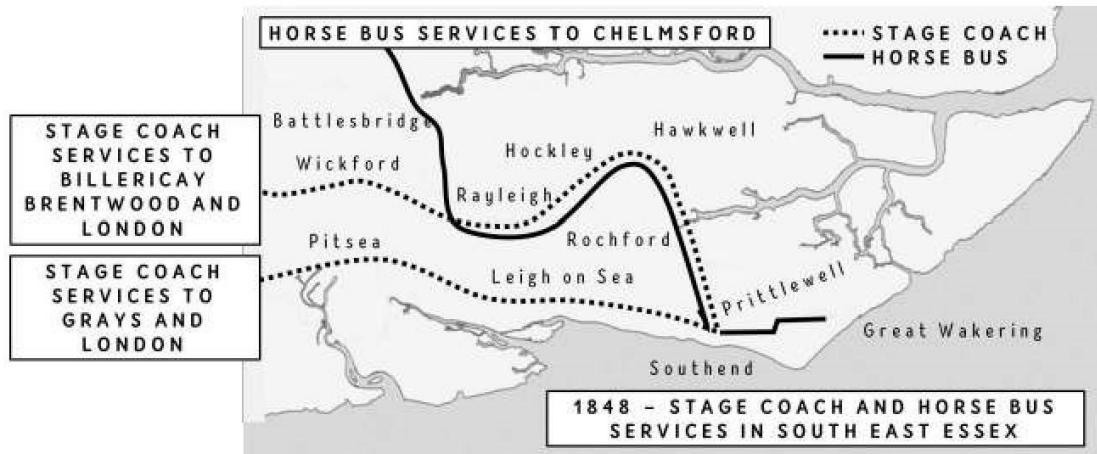
RAILWAYS

The first railways to be constructed in South East Essex was the London Tilbury and Southend Railway that reached Southend by 1856 via Tilbury and 1888 via Laindon. The London terminus is at Fenchurch Street. In 1889, The Great Eastern Railway reached Southend via Wickford and Rayleigh from Liverpool Street, London. The Corringham Light Railway opened in 1901 as a standard gauge railway running between Corringham and Coryton (2.75 miles long). Unlike most UK railways, it was not nationalised in 1948 and closed to passengers on the 1st of March 1952.



LEGISLATION AND REGULATION

In 1848, there was a record of stagecoach and horse bus services running from Southend-on-Sea to Great Wakering, Grays, Chelmsford, and London. These services would be the first to be regulated by new legislation - Town Police Clauses Acts - introduced to control, amongst other things, the operations of Hackney Carriages, horse omnibuses and stagecoaches.



Town Police Clauses Acts of 1847 and 1889

With the introduction of the Town Police Clauses Acts of 1847 and 1889, omnibus services had to be regulated. Regulation by this legislation was by a licence issued by the appropriate local governments in which the service commenced and terminated. The licence stipulated several requirements including the road worthiness of the vehicle used and the route to be traversed.

However, not all local authorities took advantage of the new legislation and it was reported that only 66 of 644 rural district councils introduced licences. (*Page 109, "The History of British Bus Services".*)

Prelude to the Road Traffic Act 1930

Coincidental with the fast growth of motor traffic was an increase in the number of fatal and non-fatal motor accidents. The growth of motor traffic, particularly in London, provoked the first official investigation into the potential regulation of all vehicles, including motorbuses. This investigation was by the Hackney Vehicle Committee and resulted in the London Traffic Act of 1924.

In 1928, a Royal Commission on Transport was established to report on road safety and bus service co-ordination, particularly considering the number of "pirate" buses entering the industry plying their services in competition with established bus operators which had formed "combines" or "associations" to co-ordinate services and pool receipts.

Road Traffic Act 1930

The result of the Royal Commission was the introduction of the Road Traffic Act 1930, which replaced the Local Government's role in regulating omnibus services with Traffic Commissioners (three traffic commissioners for each traffic area, with a Chairman of the Committee) regulated in 12 Traffic Areas in the UK. These Commissioners approved the routes and timetables of public transport operators in their area and had the power to force the coordination of services between operators.

Road Powers Acts 1928

Prior to the introduction of the Road Traffic Act 1930, the railways, having been "grouped" into the "Big Four" * in 1923 by the Railways Act of 1921, were allowed by the Road Powers Acts of 1928, to operate bus services, but chose not to do so, as the purpose of "grouping" was to reduce losses by removing competition and improving efficiency through coordination. Instead, the railway companies invested in established omnibus undertakings with a view to co-ordination between the bus services and the railways, including the inter-available of tickets. *The "Big Four" are the London, Midland and Scottish Railway, London and North Eastern Railway, Great Western Railway, Southern Railway.

Transport Act 1947

Prior to the Transport Act of 1985, that deregulated the bus industry, the Transport Act of 1947 nationalised transport services in the United Kingdom including all bus services and the railways. Although the railways were nationalised under this Act, no bus services were "compulsory purchased" by the nationalised British Transport Commission (BTC), even though many of the railway companies had up to a 50% ownership in some bus companies, most of which were part of the Tilling Group. All acquisitions of bus operators by the BTC were on a voluntary basis and in 1949, the Tilling Group sold out to the British Transport Commission, so those bus companies where 50% of ownership was held by the State through the railway's shareholdings, became 100% State owned.

Transport Act 1968

The new Transport Act of 1968 proposed the establishment of Passenger Transport Authorities that would operate all public transport modes by Passenger Transport Executives – including main line railways - in major conurbations, the first being Manchester, Birmingham, Liverpool, and Newcastle.

No further major bus operator acquisitions were made until 1967 when, seeing the possible compulsory purchase and the impact on its remunerative companies in the proposed Passenger Transport Authority Areas, the British Electric Traction Group (BET), comprising some 25 bus companies, sold out to the British Transport Commission.

Under the Transport Act 1968, the Central Government created the National Bus Company to operate all its bus operations which included ex Tilling and ex BET operators. The National Bus Company reorganised its services into separate companies and these were all sold to the private sector or to management and/or employee buy-outs by April 1988.

Transport Act 1985

The Transport Act of 1985 created a framework for the deregulation of the UK bus industry towards total privatisation, including public transport operated by Local Authorities.

Licensing based on restraints contained in the Transport Act of 1947, were a hindrance to competition and therefore as an obstacle to the provision of the bus services the community needed. Restrictions on the number of services were abolished in October 1986.

The 1985 Act did not deregulate the regulations of the Traffic Commissioners for Great Britain, but some of the original requirements were eliminated, such as the need to have routes approved and restrictions on the duplications of routes and forced "coordination" between operators. Also, if there was deemed to be any safety issues with a particular bus route, the Commissioner has the power to change stopping places and amend timetables.

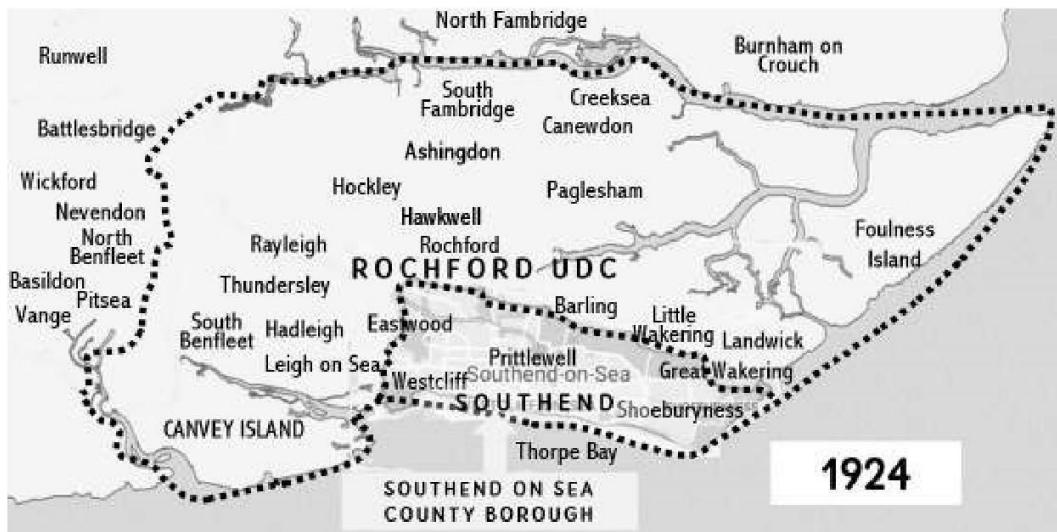
LOCAL GOVERNMENT

County councils were created in England in 1889. The Town Police Clauses Act of 1889 gave authority to Municipal and District councils to license Hackney Carriages and Omnibuses. This obligation was removed by the Road Traffic Act 1930 and given to the Area Traffic Commissioners.

The Southend Local Board was established in 1866 by the Essex County Council. The population of Southend reached 12,000 in 1891 and the Municipal Borough of Southend-on-Sea was formed in 1892 and a year later, the name was changed to Southend-on-Sea. The town became a County Borough in 1914. It delegated its powers under the Town Police Clauses Acts, to the Council's Watch Committee and the Highways Committee.



Rochford Rural District Council



The largest council area in South East Essex up to 1926, was the Rochford Rural District Council (RRDC). In 1897 the Parish of Leigh on Sea was removed to create the Leigh-on-Sea Urban District Council which, in turn, was absorbed into the Borough of Southend in 1913. In 1925, the Parish of Canvey Island was removed from the RRDC to form the Canvey Island Urban District Council.

In 1929 the parishes of Hadleigh, South Benfleet and Thundersley were removed from the RRDC to create the Benfleet Urban District Council, at the same time the parishes of Rayleigh and Rawreth were removed from the RRDC to create the Rayleigh Urban District Council.

The civil parish of Rayleigh became part of Rochford Rural District in 1894. In 1929 it was combined with Rawreth to form the Urban District of Rayleigh, which was abolished in 1974 when the area became part of the District of Rochford.

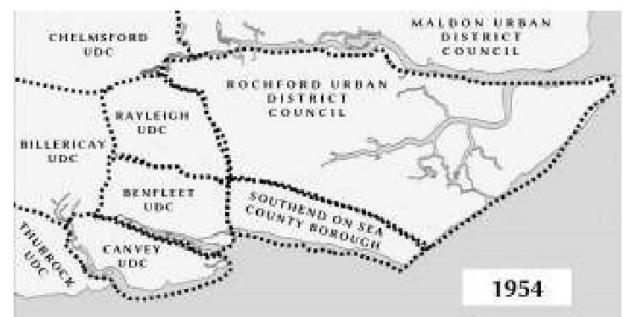
The County Borough of Southend-on-Sea was enlarged in 1933 by the former area of Shoeburyness Urban District Council and part of Rochford Rural District Council area.

The Orsett Rural District was a local government district from 1894 to 1936. Chadwell St Mary parish removed in 1912 and formed the Tilbury Urban District.

From 1921 to 1936, Purfleet formed an urban district council, including the parishes of Averley, West Thurrock and South Ockendon. The parishes and urban district were abolished in 1936 and their former area was used to form part of Thurrock Urban District.

In 1934 parts of Corringham, Fobbing and Laindon Hills were removed to create Billericay Urban District. The remaining parts of the district were used in 1936 to form part of Thurrock Urban District, with part of North Ockendon transferred to Hornchurch Urban District.

Billericay Rural District Council was a local government district from 1894 to 1934. In 1934 the district was abolished. Hutton, Ingrave and South Weald went to Brentwood Urban District Council and most of the remainder went to Billericay Urban District Council with parts of some parishes transferred to Chelmsford Rural District. The Billericay Urban District Council was renamed the Basildon Urban District Council in 1955. In 1974, Basildon Urban District Council became a Borough comprising former area of Basildon Urban District and the part of Thurrock Urban District that was within the Basildon New Town area.

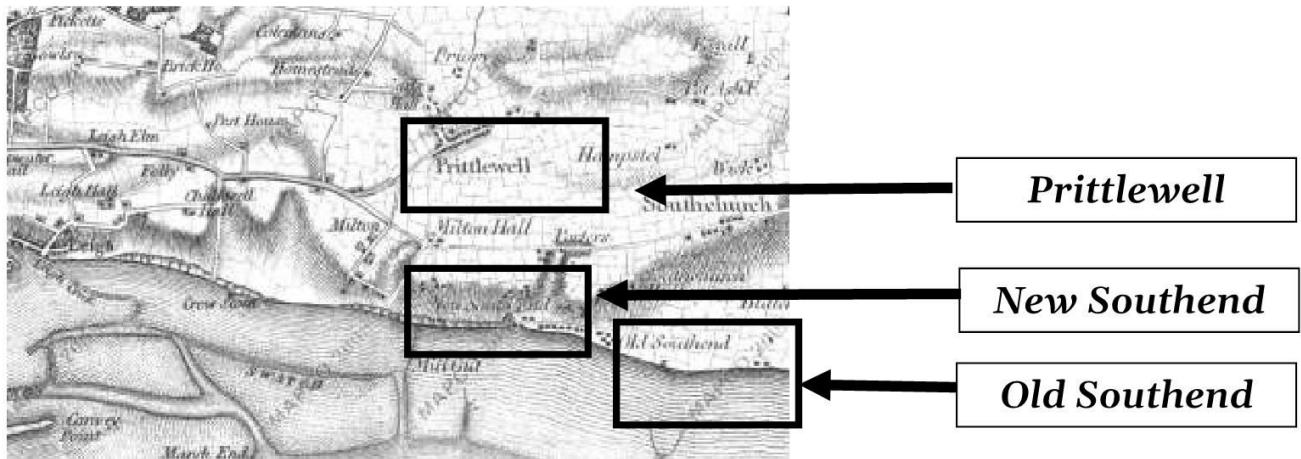


THE MUNICIPAL BOROUGH OF SOUTHEND-ON-SEA

In 1846, the longest pleasure pier in the world opened at Southend and in 1890 an electric railway on a 3 ft 6-inch gauge was opened to convey passengers to the end of the pier to board or disembark from pleasure steamers. In 1899, the Borough was the first local authority in the UK to be given approval under the Light Railways Act 1896, to operate electric tramways. Three routes opened in 1901: - to Leigh Church via London Road, to North Road via Prittlewell and the Kursaal Pleasure Gardens via Southchurch Road. The system was one of the first electric tramways to be opened in Britain.

PRIOR TO 1900

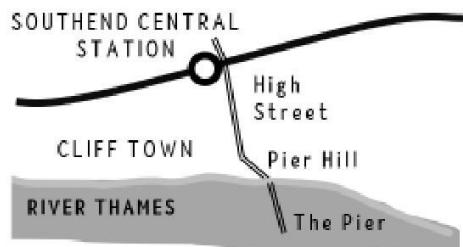
In 1776, with spa and "Watering Places" becoming popular, an attempt was made to develop a resort by the River Thames estuary, on the "south end" of the village of Prittlewell. In 1791, Regency style villas like those found in Brighton, Sussex, were built on the West Cliffs.



In 1828, the Southend Pier Company was formed by local landowners and in 1830 the first 500 yards was open to the public. The total length of one and a quarter mile was opened to the public in 1846. An electric tramway was installed in 1888 (the pioneering Volks Electric Railway in Brighton, Sussex, was opened in 1883).

THE RAILWAYS CREATE DEVELOPMENT

There was no mass transport in South East Essex until the London, Tilbury, and Southend Railway connected Southend-on-Sea to London - Fenchurch Street in 1856. The railway company was disappointed with the number of passengers carried in the winter months compared to the summer carriage of visitors attracted to the seaside resort of Southend-on Sea, so they developed a housing estate between Central Station and the waterfront. On 3rd October 1859 the first stone of the Cliff Town Estate was laid and subsequently, 124 town houses were built. This area became known as Cliff Town and when it was expanded westward, the area became known as Westcliff (West Cliff).



THOMAS TILLING - AN OMNIBUS PIONEER

In January 1850, Thomas Tilling purchased a horse bus together with the right to run four journeys a day between Peckham and Oxford Street, London. By 1914, the company looked outside London for growth, and Tilling started to seek new markets in the provinces. The Tilling family's association with the company ended in 1929 with the death of Richard Tilling. In 1929, Tilling Motor Services acquired a controlling interest in the National Omnibus and Transport Company, and as a consequence, the Eastern National Omnibus Company and in 1934, obtained a majority shareholding in the Westcliff on Sea Motor Services. By 1956, the Eastern National Omnibus Company together with the Southend Corporation, held the monopoly of bus services in South East Essex.

LONDON GENERAL OMNIBUS COMPANY

Although based in London, the London General Omnibus Company had an indirect influence on bus operations in South East Essex over the years. In 1855, the Compagnie Generale des Omnibus de Londres, an Anglo-French enterprise, was founded to amalgamate and regulate the many independent horse-drawn omnibus services then operating in London.

In 1856, the company began operating horse bus services in London and by the end of that year it was the largest bus operator in the capital, owning 600 buses - 75% of the total. It bought out hundreds of independently owned buses and established a consistent level of service for its fleet. In 1859, the London General Omnibus Company (L.G.O.C.) was formed on 1st of January to replace the Anglo-French company and in 1902, the L.G.O.C. began using motor omnibuses.

In 1908, the L.G.O.C. bought the Road Car Co, the Vanguard Co, and all its other main rivals, thereby gaining an almost total monopoly in London. In 1912, the Underground Electric Railways Co, which at that time owned most of the London Underground, bought the L.G.O.C., and in 1933 the L.G.O.C. along with the rest of the Underground Group, became part of the new London Passenger Transport Board.

THE BUSINESS MODEL OF AMALGAMATIONS AND AGREEMENTS

Central to the development of bus services in the UK has been the desire by operators to curb competition by entering into agreements with rival bus operators either through share buy-outs, shared routes and "pooling agreements" where receipts from fares collected are shared on an agreed % division.

In 1945, the Tilling Group, through the Westcliff Motor Services, approached the Southend Corporation with a view to an amalgamation agreement for "pooling" services to increase mutual profitability through efficient use of resources and reduced duplication of services, and reduce competition. Discussions resulted in an agreement for a co-ordination scheme between Westcliff, Southend (each of whom would run 45.9% of the mileage) and Eastern National (8.2%), covering an area bounded by Canvey, Vange and Wickford. The Tilling company had a similar coordination agreement with the Brighton County Borough Council and later, Luton Corporation Transport Services. Unfortunately, the agreement was never implemented due to the opposition from the City Coach Company (which threatened a High Court challenge) and the Bridge Family as owners of the Benfleet and Canvey bus fleets.



PART ONE

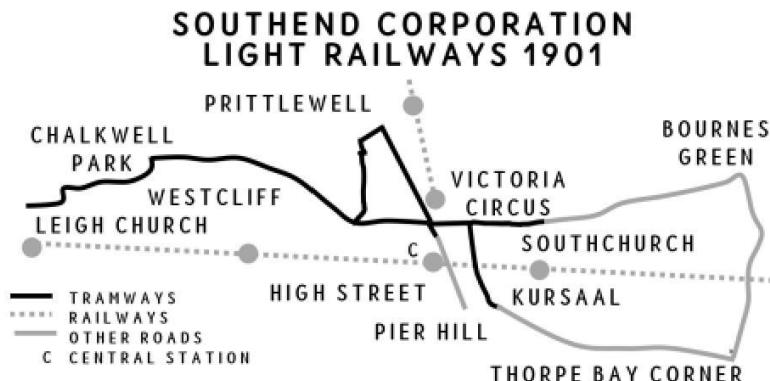
1900 – 1930

This period covers the regulation of omnibus operators by the
Town Police Clauses Act of 1889.

1901

SOUTHEND CORPORATION LIGHT RAILWAYS INTRODUCE TRAM SERVICES

The Southend Corporation was the first local authority in Great Britain to introduce a tramway system authorised by a Light Railway Order under the Light Railways Act 1896, when it opened a 3 ft 6 ins gauge tramway on the 19th of July 1901. Victoria Circus was the centre of the system with terminals at Leigh Church, the "Cricketers" via Prittlewell, Southend High Street, the Kursaal Pleasure Gardens and Southchurch.



CANVEY ISLAND TRAMWAYS

Until the formation of the Canvey Urban District Council in 1926, the Parishes of Canvey and its mainland neighbour, South Benfleet, were in the Rochford Rural District Council area which was responsible for issuing Hackney Carriage Licences and Licences under the Police Offences Act.

Benfleet Urban District was created on 1 October 1929 by the merger of the civil parishes of Hadleigh, South Benfleet and Thundersley, all previously in the Rochford Rural District.



Most of Canvey Island is below sea level and in the 1600's, the Dutch arrived with their ability to reclaim land, which they did with great success resulting in a large area of sheep grazing land being created, and so the island began to be populated. The "Lobster Smack" public house is said to be over 600 years old and was reputedly a smuggler's haunt and was known to Charles Dickens who used it as a model for a lonely marshland public house in "Great Expectations". - continued next page.

By the 1900's, the population was about 300 and in 1901, a land speculator promoted a tramway to serve his new development called "The Winter Gardens" running from the causeway at Benfleet Creek (the sliding bridge was not opened until May 1931) and to Shell Beach, with a link to Leigh Station via the Coast Development proposed tram line.

Until the electric tramway was ready, he operated a horse driven "monorail". Unfortunately, the scheme failed when inundation by the sea occurred and buyers cancelled their contracts.

1903

THOMAS CLARKSON

A person that would have an influence of the development of omnibus services in South East Essex was Thomas Clarkson, of Queens Street, Chelmsford, Essex. He built a steam bus for an operator in Torquay, Devon and in 1905, built a steam bus for operation in London. In 1909, Thomas Clarkson established a company to operate 6 steam buses in competition with the London General Omnibus Company in London.

SOUTHEND CORPORATION TRAMWAY CIRCULAR SERVICE CURTAILED

Southend Corporation's Tramways circular service from "The Cricketers" at the junction of London Road and North Road to Southchurch via Prittlewell or London Road was curtailed to run between London Road and North Road at the "The Cricketers" to Prittlewell and Victoria Circus via Victoria Avenue only. No tramline milage was made redundant.

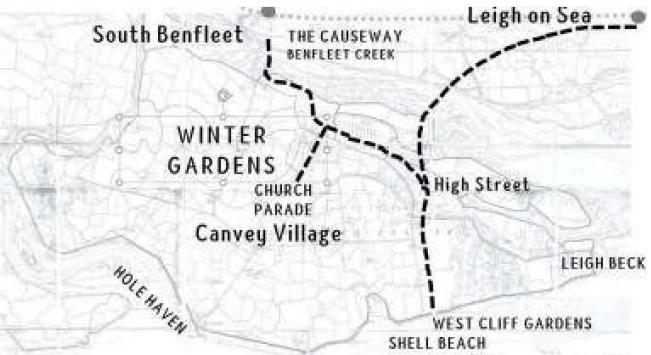
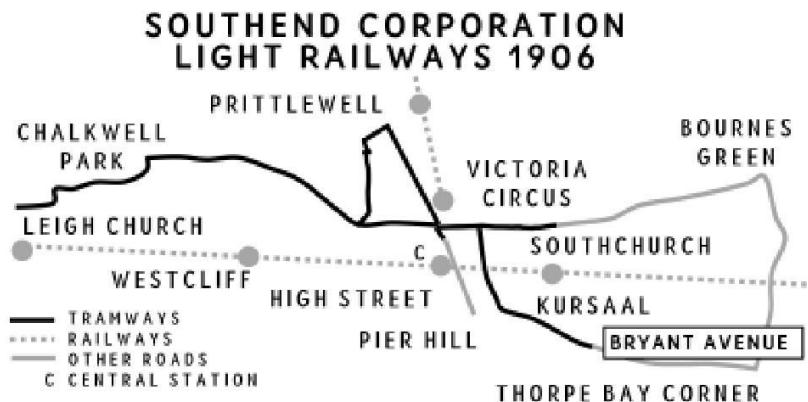
1906

SOUTHEND-on-SEA DISTRICT MOTOR OMNIBUS COMPANY

The Southend on Sea and District Motor Omnibus Company Ltd operated 3 Dennis double deckers from Southend to Hadleigh, Rochford and Shoebury and Wakering in April but was not successful. There are no details of the routes used.

SOUTHEND CORPORATION TRAMWAY SERVICE EXTENDED

The seafront tram route was extended from the Kursaal to Bryant Avenue.



1908

LEIGH - HADLEIGH WAGGONETTE

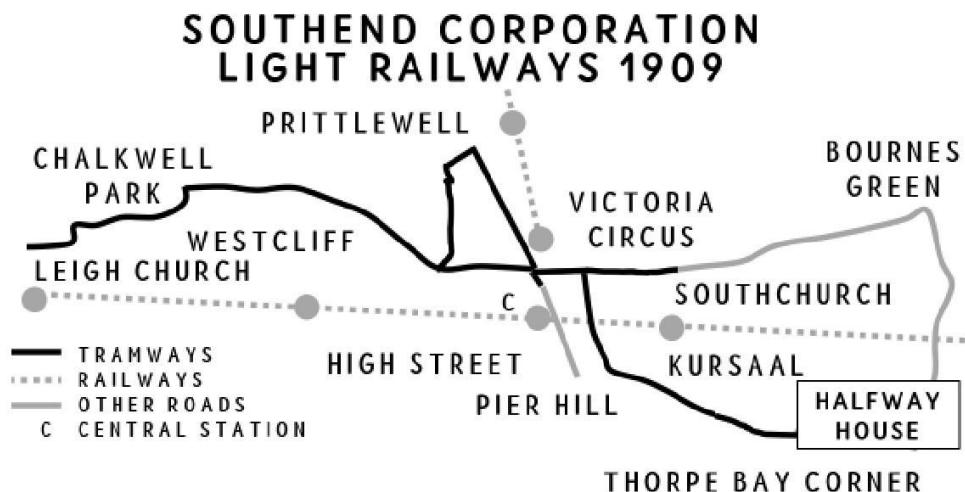
Henry Sefton, a mechanic in Hadleigh, commenced a small, motorised waggonette service between Leigh and Hadleigh. In 1915, the service was taken over by the private company; Thundersley, Hadleigh and Rayleigh Motors.



1909

SOUTHEND CORPORATION TRAMWAY SERVICE EXTENDED

On the 16th of November 1909, an extension was opened from Bryan Avenue to Halfway House.



1911

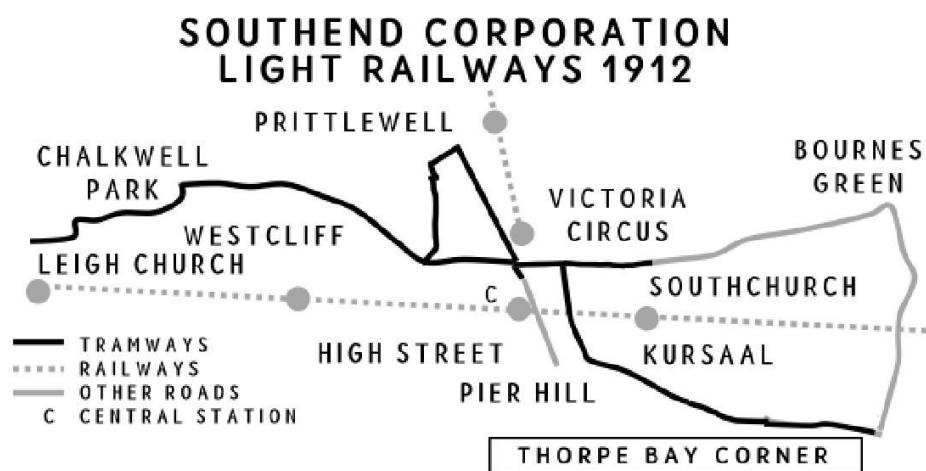
THE NATIONAL STEAM CAR COMPANY

After his success in London, Thomas Clarkson created a public company, The National Steam Car Company, to manufacture steam buses and by 1912, twenty-seven of which were in operation throughout the United Kingdom.

1912

FURTHER EXTENSIONS TO SOUTHEND CORPORATION TRAMWAY SERVICE

On the 10th of February 1912, an extension was opened from Halfway House to Thorpe Bay Corner.



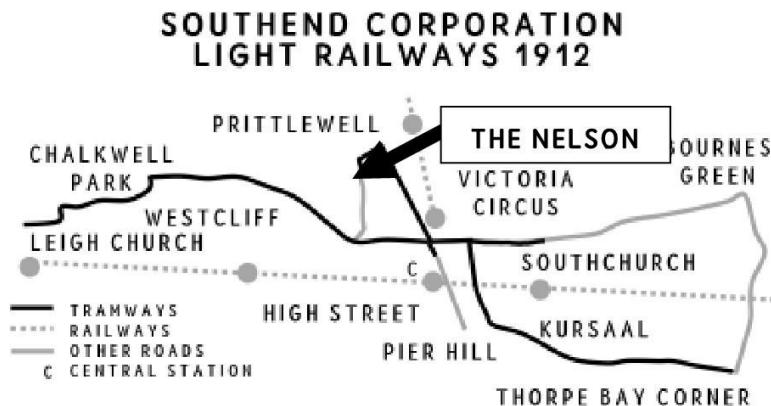
1912 CONTINUED

THE SOUTHEND-ON-SEA CHARABANC COMPANY

The Southend-on-Sea Charabanc Company was given a licence from the Southend Council Highways Committee to operate motor services, as tours, but not as stage carriage services.

PRITTLEWELL ROUTE CUT BACK TO "THE NELSON" PUBLIC HOUSE

On the 22nd of January 1912, the tram route between "The Cricketers" in London Road and "The Nelson" in North Road was withdrawn.



SOUTHEND-ON-SEA CHARABANC COMPANY COMMENCED DAY TRIPPERS' TOURS

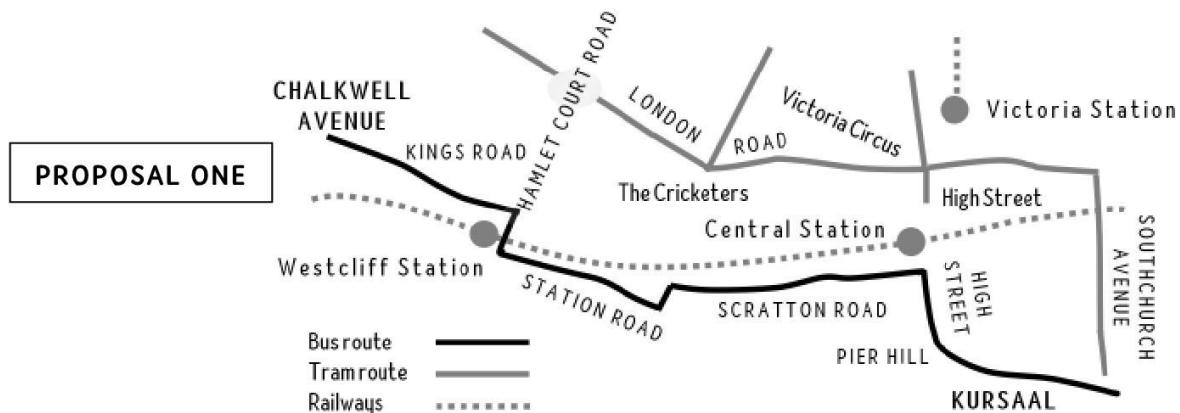
The Southend-on-Sea Charabanc Company commenced tours for day trippers to Cambridge, Canterbury, Tonbridge Wells as well as local tours to Chelmsford, Maldon, Danbury, Paglesham, Canewdon, Creeksea, Thundersley and Benfleet.

1913

SOUTHEND BOROUGH COUNCIL PROPOSES ITS FIRST BUS ROUTES

The Southend Borough Council decided to supplement their tramway system by introducing bus services so providing passenger transport to areas that were unsuitable to be served by the extension of the tramways.

The first proposed route ran from The Kursaal to Chalkwell Avenue, via Marine Parade, Pier Hill, High Street, Cliff Town Road, Scrutton Road, Station Road, Hamlet Court Road, Canewdon Road, Valkyrie Road and Kings Road.

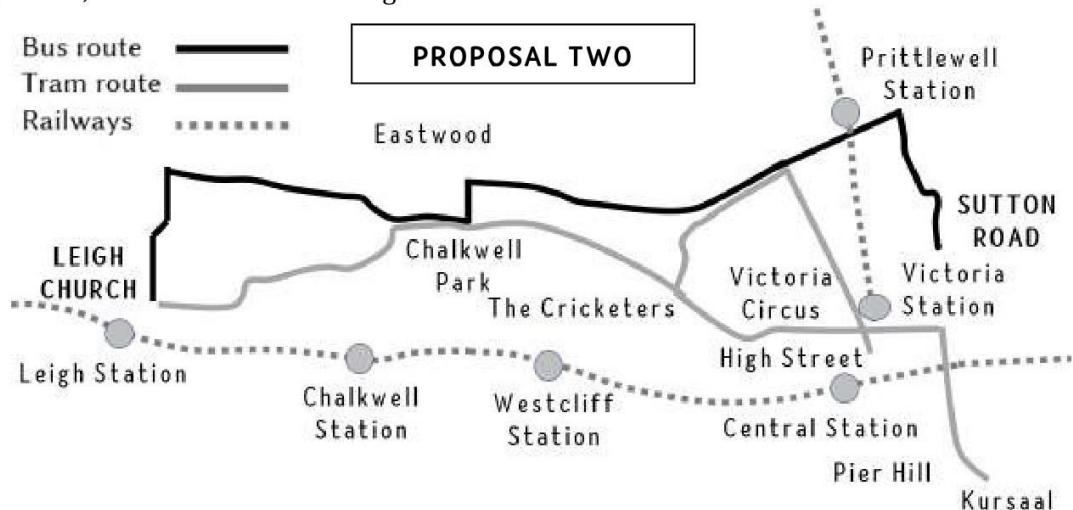


An alternative proposal was to operate via Alexandra Street, Alexandra Road and then Cambridge Road and it was planned that services would operate alternatively between the two routes. *Please see the diagram on the next page.*

1913 CONTINUED

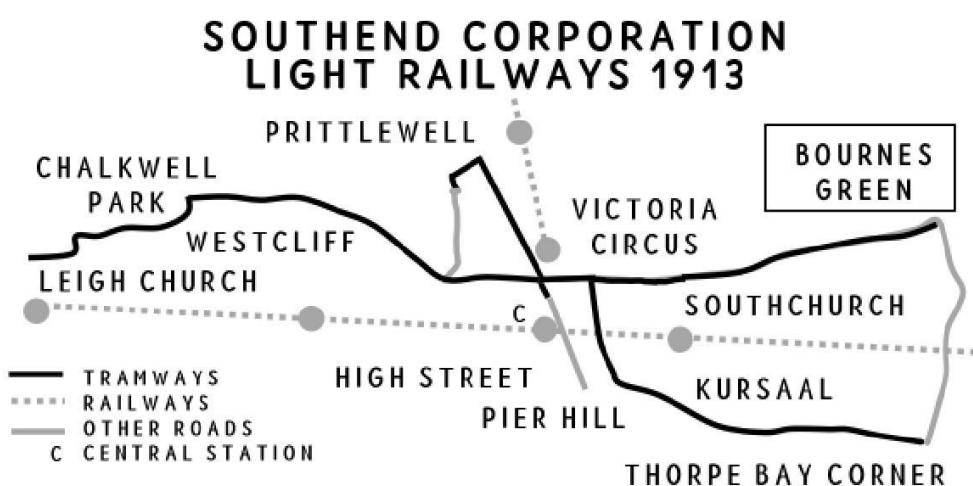


The second bus route proposed by Southend Corporation was encouraged by the Great Eastern Railway Company and was designed to serve the northern part of the borough by linking Sutton Road to Prittlewell Station, then East Street, West Street, Westborough Road, Southbourne Grove, London Road, Cranleigh Drive, and Elm Road to the Leigh Church tram terminus.



SOUTHEND CORPORATION TRAMWAY EXTENSIONS

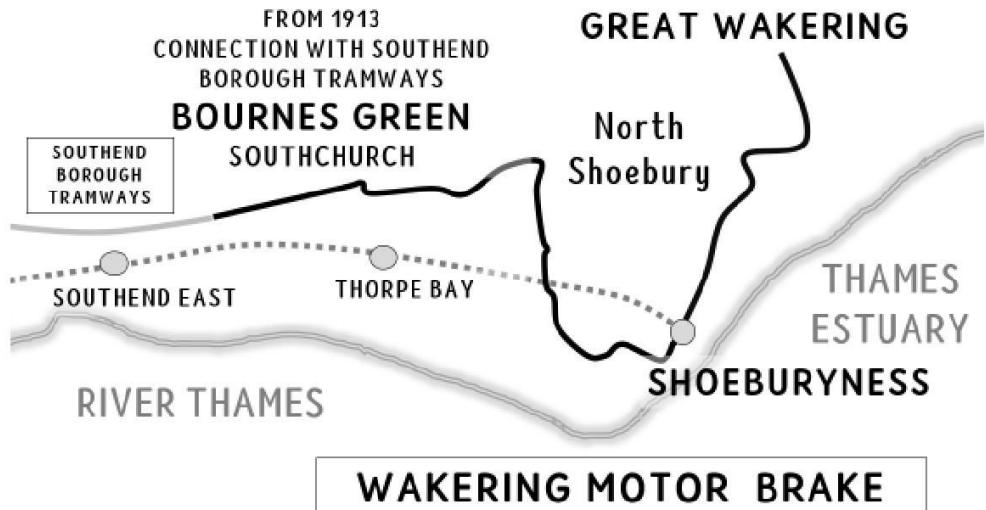
Southchurch Boulevard was opened to the trams on July 30th, 1913, with the cars running as far as Bournes Green and the tracks were joined to the Thorpe Hall Boulevard line on July 16th, 1914.



1913 CONTINUED

WAKERING MOTOR BRAKE

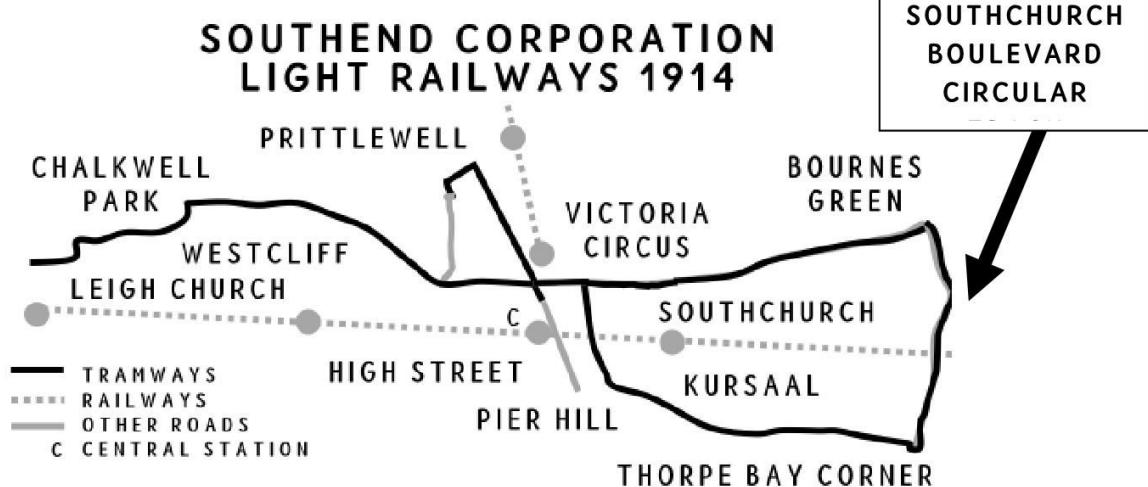
Although no starting date is known for this operator, it is known that by 1913, it operated services from Shoeburyness Railway Station to the Southend Corporation Tramways at Bournes Green and services to Great Wakering which provided a link to the London, Tilbury, and Southend Railway at Shoeburyness. In 1920, the Southend Licensing Committee refused to renew the temporary licenses held by the Chief Constable of Southend and, consequently, Westcliff Motor Charabanc Services took over the licences.



1914

SOUTHEND CORPORATION TRAMWAY BOULEVARDS CIRCULAR

Bournes Green and the Thorpe Hall Boulevard line were joined on the 16th of July 1914, giving a circular route which was to be exploited for tours. The system was now almost complete, with the only additions being the track onto the Corporation loading pier and a loop around Warrior Square, which opened on 14th May 1921 and was eventually to replace the High Street terminus, cars working around the square instead.



SOUTHEND BOROUGH COUNCILS FIRST BUS SERVICES

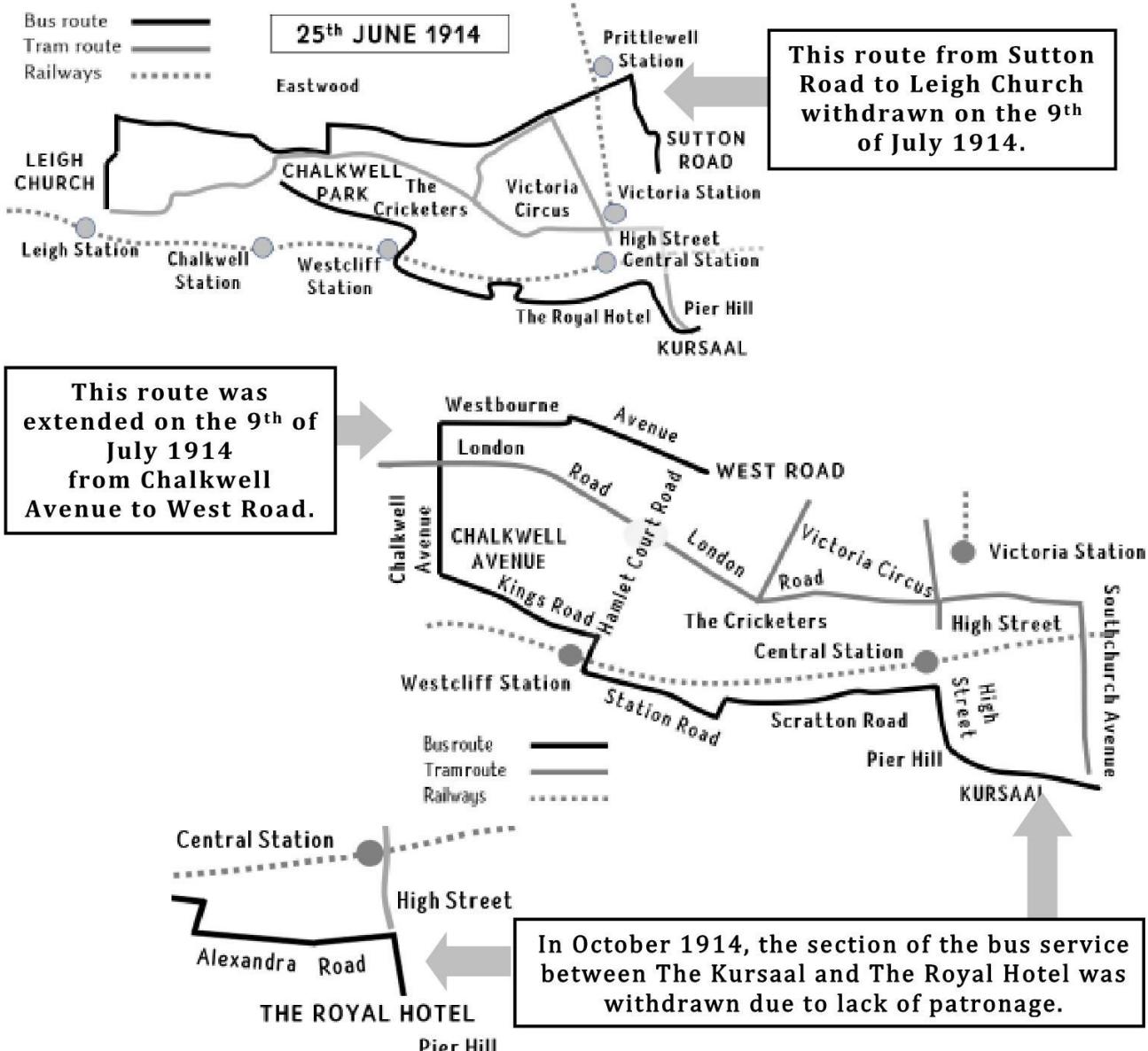
Although there were considerable local objections to the bus services proposed by the Southend Corporation, particularly with the Kings Road residents, both services commenced on the 25th of June 1914. Please see diagram on pages 17 and 18 .

1914 CONTINUED

ONE OF SOUTHEND BOROUGH COUNCIL'S FIRST BUS ROUTES WITHDRAWN

However, within a fortnight of opening, the service from Sutton Road to Leigh Church was withdrawn due to lack of patronage. To cover part of the withdrawn route, the route from The Kursaal to Chalkwell Avenues was extend to Westbourne Avenue to terminate at the junction of West Road and Hamlet Court Road. In October 1914, the section of the bus service between The Kursaal and The Royal Hotel was withdrawn due to lack of patronage. *Please see map below.*

SOUTHEND BOROUGH COUNCIL BUS SERVICES



WESTCLIFF-on-SEA MOTOR CHARABANC SERVICES FORMED

The Southend-on-Sea Charabanc Company and its rival, Commercial Car Hirers Ltd. – which did not obtain any licenses in Southend – decided to amalgamate, when they were both targeted with a takeover by a London company, and Westcliff-on-Sea Charabanc Services was formed on the 23rd of April 1914.

1914 CONTINUED

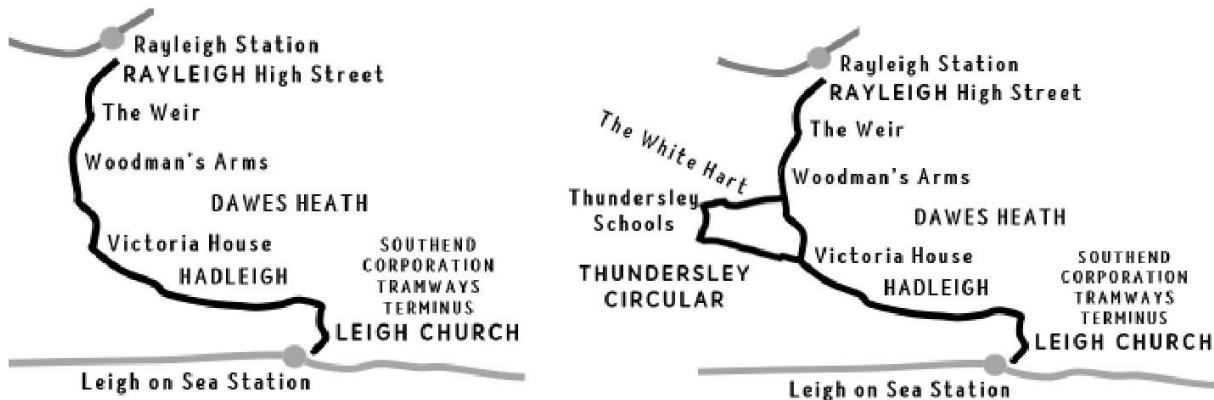
LEIGH-on-SEA URBAN DISTRICT COUNCIL AND PARTS OF EASTWOOD

On the 1st of April 1914, Leigh on Sea Urban District Council was absorbed into Southend on Sea Borough Council as did parts of the Rochford Rural District Council area in Eastwood.

1915

THUNDERSLEY, HADLEIGH AND RAYLEIGH MOTORS

This enterprise was formed by a private company to operate motor bus services from Leigh Station via the villages of Hadleigh and Thundersley to Rayleigh. A circular service was soon introduced via Thundersley Village, Hart Road, Kenneth Road, Kiln Road and London Road to Victoria House then to Hadleigh and Leigh on Sea.



THUNDERSLEY, HADLEIGH AND RAYLEIGH MOTORS ROUTES



DAWES HEATH OR DAWS HEATH?

The maps from the 1900's to about the mid 1950's showed "Dawes Heath" for the location between Hadleigh and Thundersley and this spelling was used by both Westcliff-on-Sea Motor Services and the Eastern National Omnibus Company. In recent years, the spelling has been "Daws Heath".

1916

SOUTHEND BOROUGH COUNCIL CEASES ITS MOTOR BUS SERVICES

Increasing losses, combined with the unreliability of the buses, forced the Council to abandon this initial experience with motor buses after operations on Saturday March 18th, 1916 leaving only tram services to be operated by the Council.

1918

THE GREAT WAR ENDS – MOTOR BUS OWNERSHIP GROWS

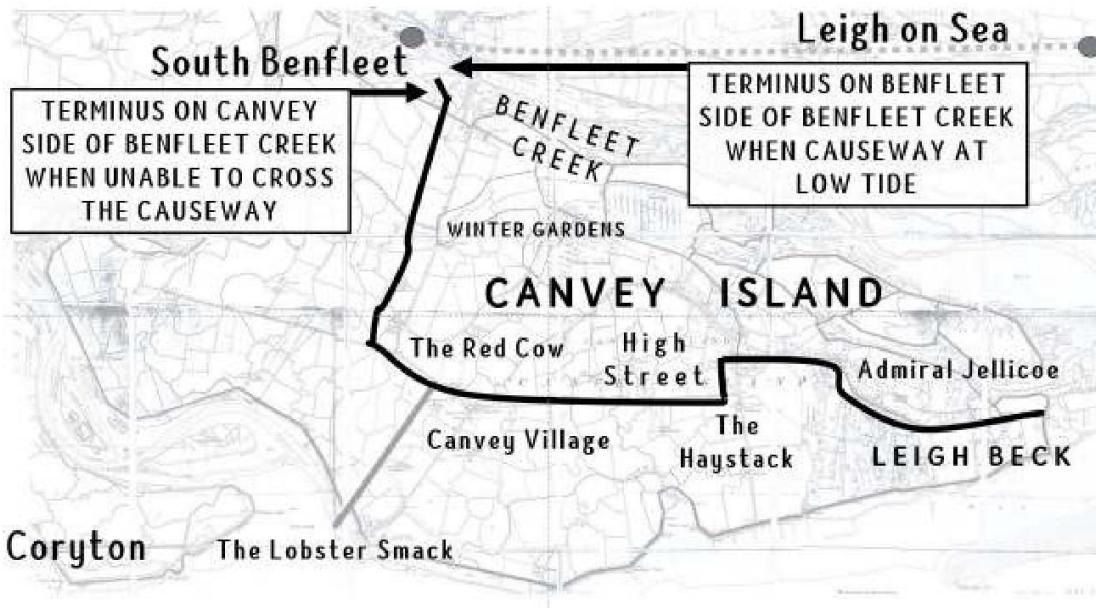
Thousands of ex-service men and women with motor vehicle operation and maintenance experience were “de-mobbed”, and with the reliability of motor vehicles improving and “second hand” ex-army vehicles being available together with “hire-purchase” to assist the purchase of buses and lorries, many decided to operate their own bus services, some of whom had limited financial resources and they ran their services on the “smell of an oily rag”.

1919

CANVEY ISLAND BUSES

Until the formation of the Canvey Urban District Council in 1926, the Parishes of Canvey and its mainland neighbour, South Benfleet, were in the Rochford Rural District Council area and was responsible for issuing Hackney Carriage Licences and Licences under the Police Offences Act.

Most of Canvey Island is below sea level and in the 1600's, the Dutch arrived with their ability to reclaim land, which they did with great success resulting in a large area of sheep grazing land being created by the 1900's. Unfortunately, inundation by the sea did occur so the land lost value and acreage were bought by speculators to sell plots of land to the “East Enders” of London. Notably, Canvey Island became the fastest-growing seaside resort in Britain between 1911 and 1951. After the First World War, several motor vehicles owners plied as bus services between Canvey Leigh Beck and the Benfleet Causeway or Station depending on the tide in Benfleet Creek.



CANVEY ISLAND MOTOR ASSOCIATION

Several operators of motor buses on the island decided to form the Canvey Island Motor Association with the purpose of regulating fares and timetables.

1920

NATIONAL OMNIBUS AND TRANSPORT COMPANY

In the face of rising costs and without the ability to increase revenue to the same extent, the National Steam Car Company decided to cease its services in London. The company reached agreement with the London General Omnibus Company to withdraw from bus operation in London, and steam bus services ceased later that year. The name of the company was changed to the National Omnibus and Transport Company and gradually acquired bus operations in Southern England. The Company's activities influencing the bus services in South East Essex included - *continued next page*.

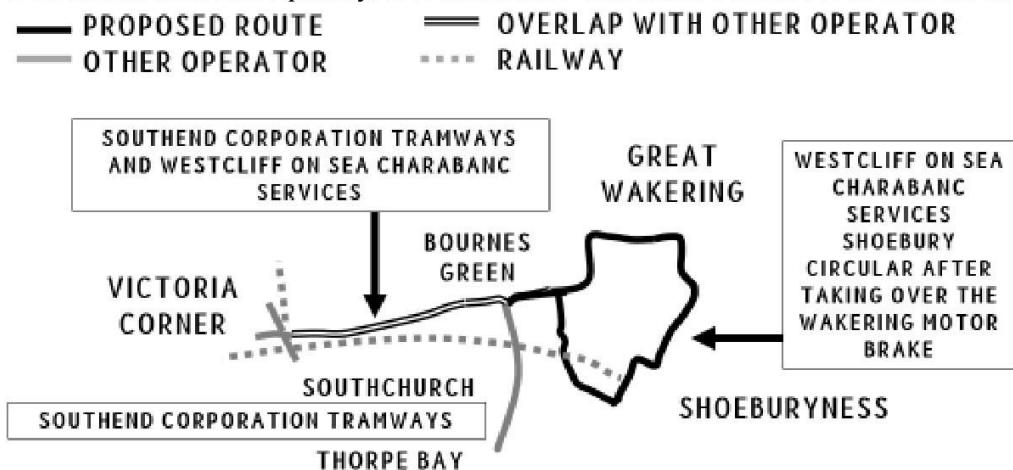
1920 CONTINUED

- In July 1919, by taking over the operations of the Great Eastern Railway bus services in Chelmsford.
- Re-establishing bus services after the First World War in Chelmsford and Colchester.
- Rapid expansion of bus services from the centres of Chelmsford and Colchester.

WAKERING MOTOR BRAKE LOSES TEMPORARY LICENCE -

Westcliff-on-Sea Charabanc Services takeover

In 1920, the Southend Licensing Committee refused to renew the temporary licenses held by the Chief Constable of Southend and, consequently, Westcliff Motor Charabanc Services took over the licences.

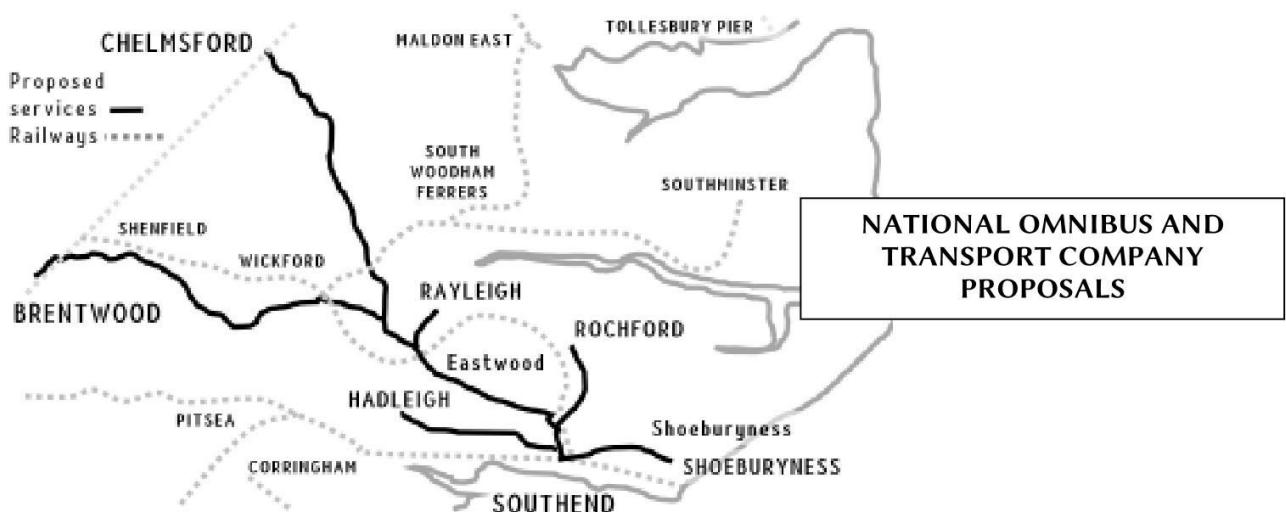


EASTWOOD TO LEIGH

A bus service from Eastwood to Leigh was operated by the proprietor of Eastwood Stores who ran 4 services a day using a 10-seater van. He applied for a licence to also operate a service from Rayleigh to Prittlewell, but it was refused.

TWO PROPOSALS MADE TO THE SOUTHEND CORPORATION TO OPERATE BUS SERVICES

On the 12th of March 1920, representations were made to the Light Railway Committee of the Southend Corporation by the National Omnibus and Transport Company for approval to operate bus services between Chelmsford and Southend and Brentwood and Southend. It also made proposals to operate bus services from Southend to Rochford, Rayleigh, Hadleigh, Eastwood and Shoeburyness.



1920 CONTINUED

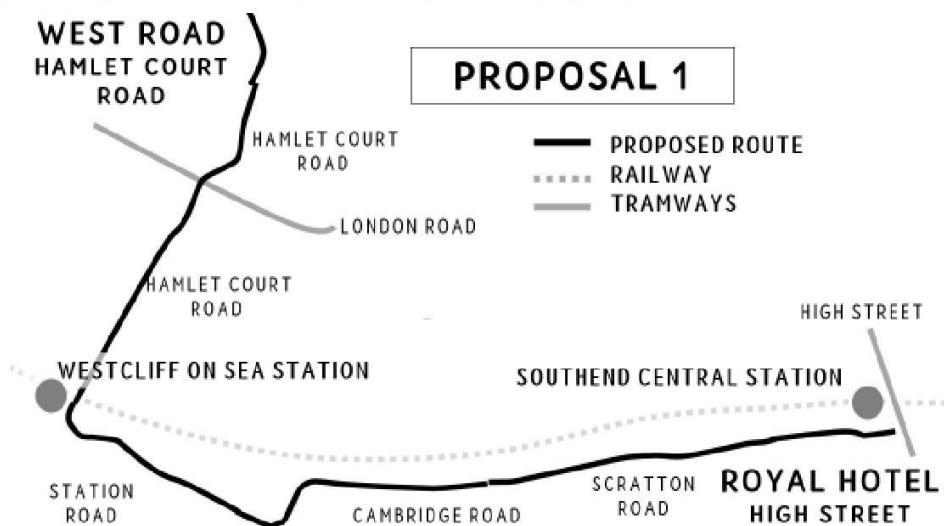
WESTCLIFF-on-SEA CHARABANC SERVICES PROPOSALS

No action was taken by the Light Railway Committee of the Southend Corporation on the National Omnibus and Transport Company proposals and on the 21st of May 2020, the Westcliff-on-Sea Charabanc Services proposal to operate 3 motor bus services was approved by the Southend Borough Council, subject to the approval of its Highways Committee in relation to the suitable condition of the roads to be traversed.

The three routes were -

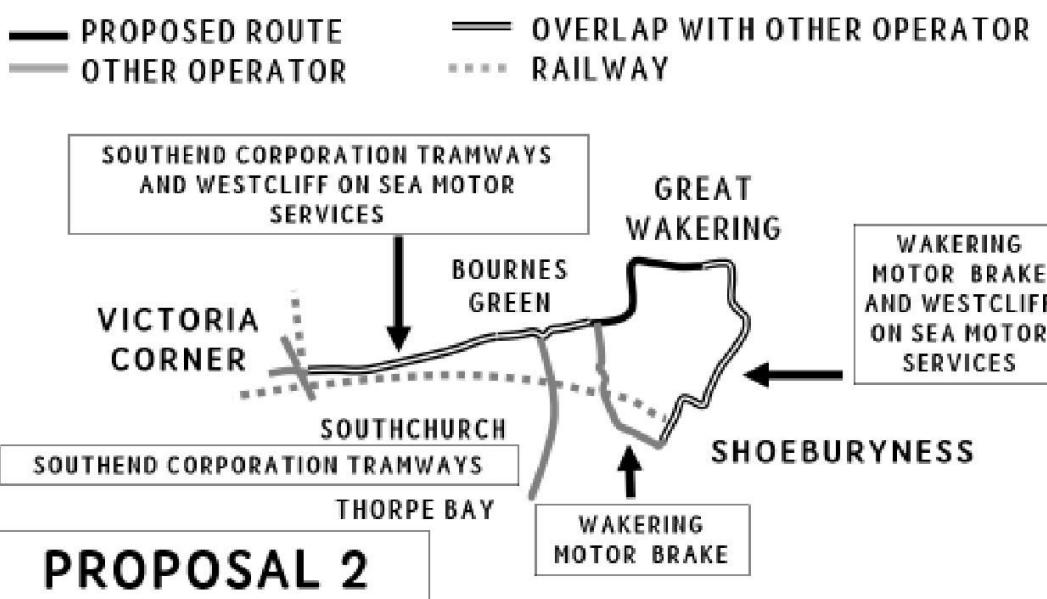
PROPOSAL 1

Local Service – Royal Hotel (High Street) to West Road (Hamlet Court Road) via Clifftown Road, Scratton Road, Cambridge Road, Westcliff Avenue, Station Road, and Hamlet Court Road (*this route was similar to the first bus route operated by Southend Borough Council - please see page 17*)



PROPOSAL 2

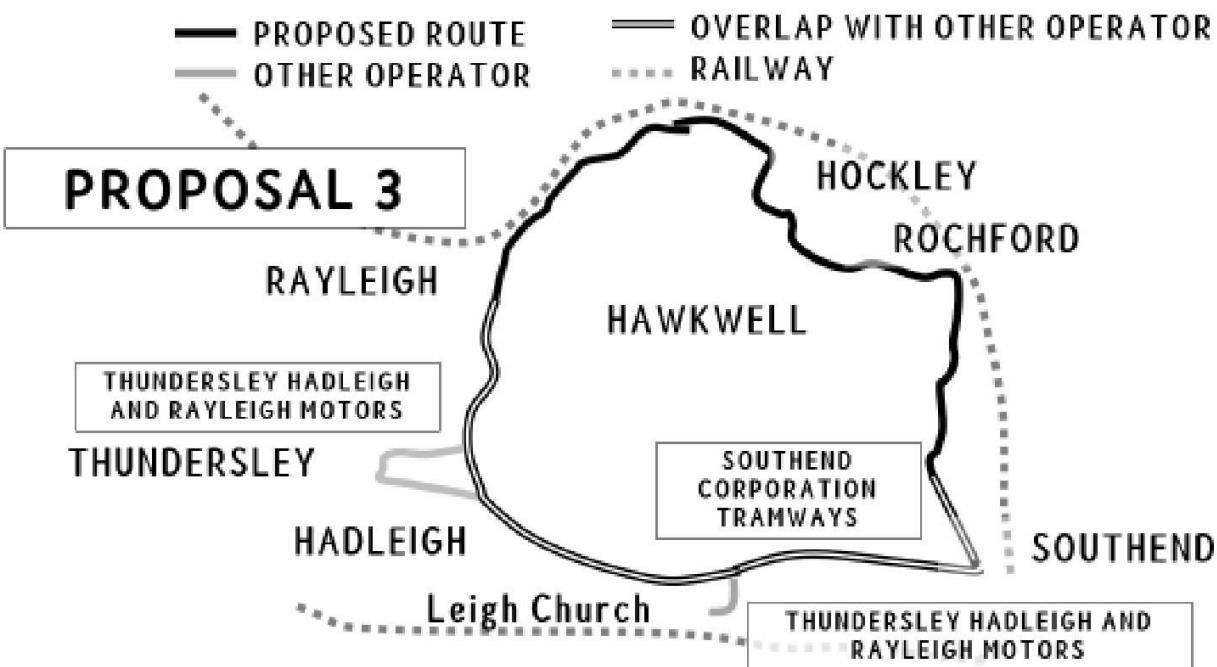
Shoeburyness Service – Victoria Corner to Southchurch and Great Wakering.



1920 CONTINUED

PROPOSAL 3

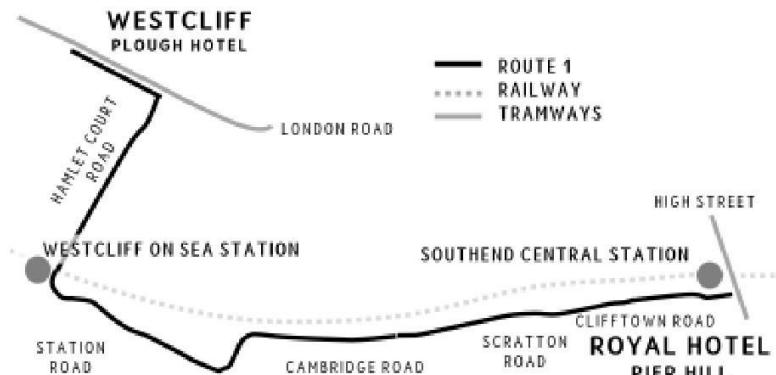
Rochford, Rayleigh, Thundersley and Hadleigh



WESTCLIFF ON SEA CHARABANC LOCAL SERVICES COMMENCE

On the 19th of July 1920, the Westcliff on Sea Charabanc Services inaugurated its first motor bus stage carriage service as route 1 between the Royal Hotel, Pier Hill, to the Plough Hotel, Westcliff via Clifftown Road.

Further services were commenced in 1921.



1921

MORE WESTCLIFF on SEA CHARABANC SERVICES

Following the 1920 approval by the Southend Borough Watch Committee to grant licences, the Westcliff on Sea Charabanc Services commenced the following services in 1921.

SERVICE 2 – Southend to Rayleigh via Hadleigh

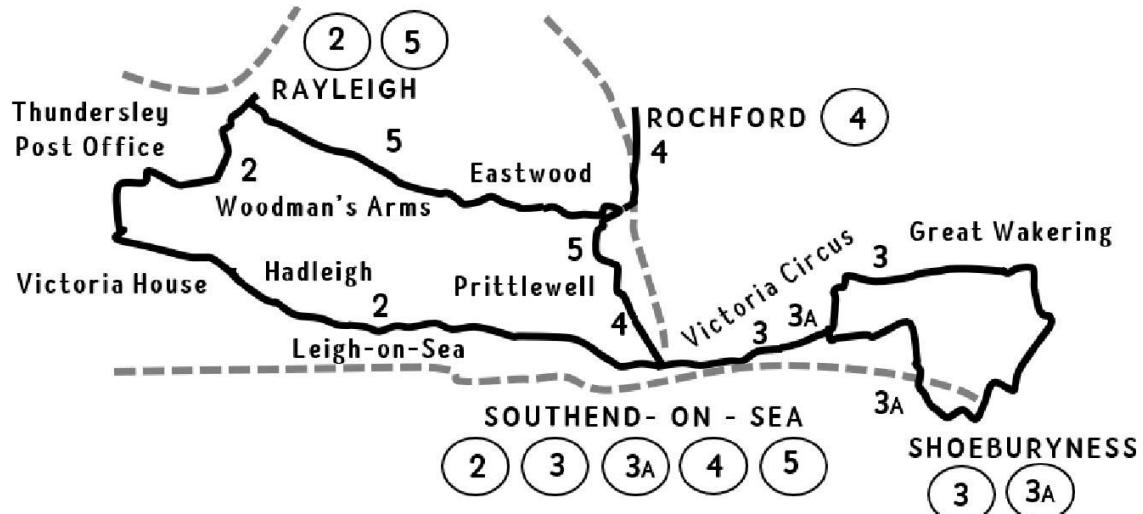
SERVICE 3, and 3A - Southend to Shoebury circular

SERVICE 4 – Southend to Rochford

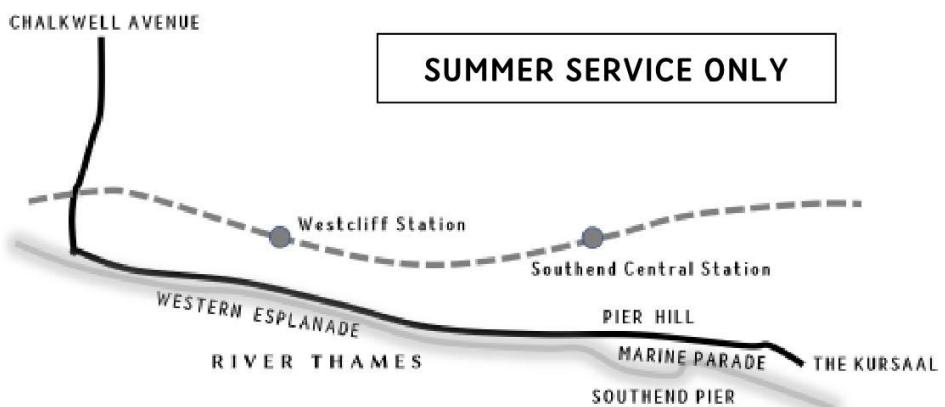
SERVICE 5 – Southend to Rayleigh via Eastwood.

Please see the diagram on the next page.

1921 CONTINUED

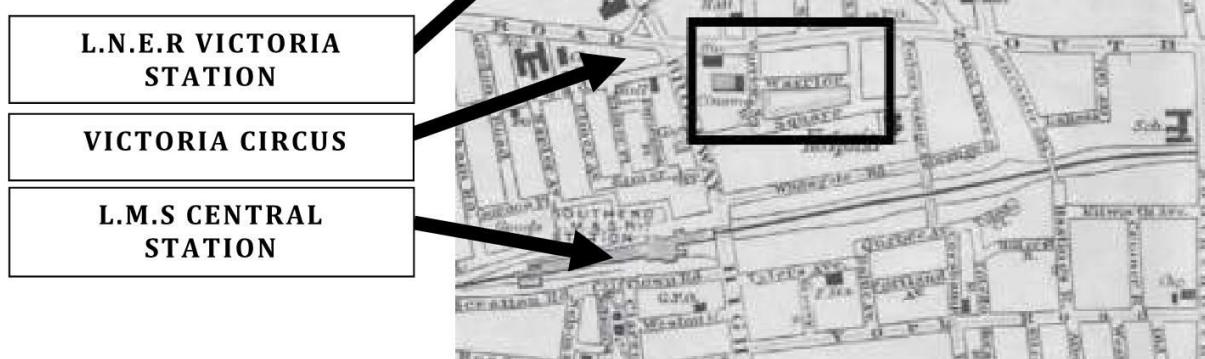


In May 1921, the Southend Watch Committee granted a "Summer Only" licence for 2 buses to operate a route from the Kursaal to Chalkwell Avenue (North) via Marine Parade and Western Esplanade.



THE WARRIOR SQUARE "LOOP"

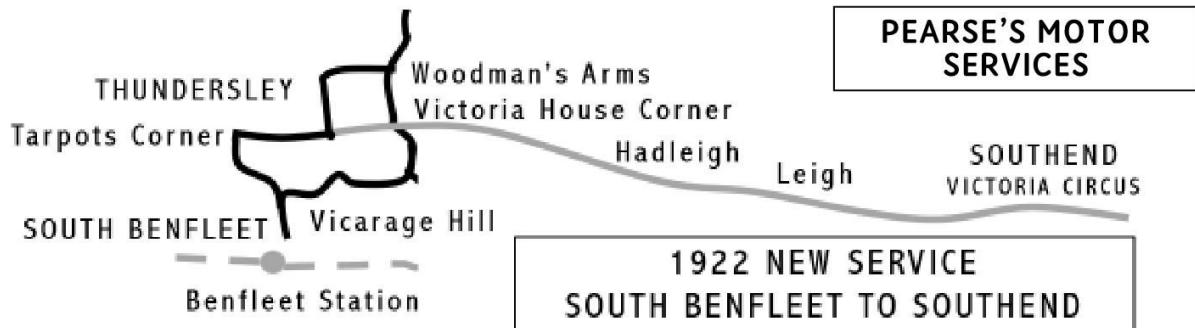
A tramway loop around Warrior Square, opened on 14th May 1921 and was eventually to replace the High Street terminus, cars working around the square instead.



1921 CONTINUED

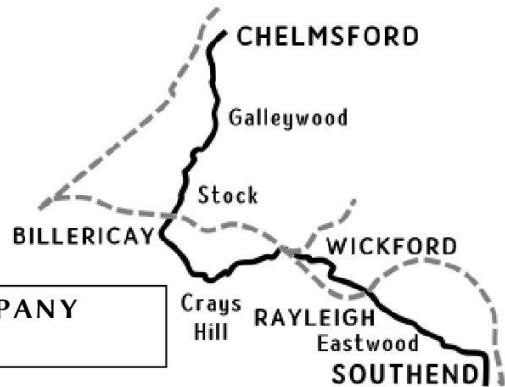
MAJOR ALBERT PEARSE- PEARCE'S MOTOR SERVICES

In 1921, Major Pearce commenced a bus service from Benfleet station to Thundersley for the benefit of commuters. In 1922 he obtained a licence to operate a service from South Benfleet to Southend and a few years later, he ran services to Stanford-Le-Hope, Brentwood, and Wickford.



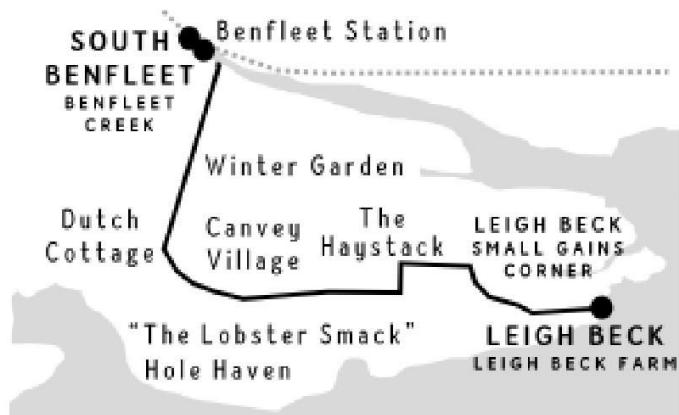
FIRST SOUTHEND SERVICE FOR THE NATIONAL OMNIBUS & TRANSPORT COMPANY

Being headquartered in Chelmsford, it was natural for the National Omnibus & Transport Company to seek a licence to operate from the County Town of Chelmsford to Southend and this was granted by the Southend Watch Committee on the 3rd of June 1921 despite "Westcliff" applying for a similar licence. The route ran via Billericay, Wickford, and Rayleigh and was allocated service 12.



FIRST RECORDED MOTOR BUS SERVICE ON CANVEY ISLAND

Although, since 1918, a number of "one vehicle" owners were plying some form of "bus service" between Canvey and Benfleet Station via the Causeway, on the 11th of May 1921, the first recorded motor bus service operated on the island. The Canvey Motor Services Limited ran two buses between Benfleet Creek and Leigh Beck Farm although the road from Small Gains Corner to Leigh Beck was considered dangerous. The service advertised to "Meet all trains" at Benfleet Station and but because of the high fares, the service ceased shortly after its inauguration and the buses were subsequently sold to Westcliff-on-Sea Motor Services in 1923.

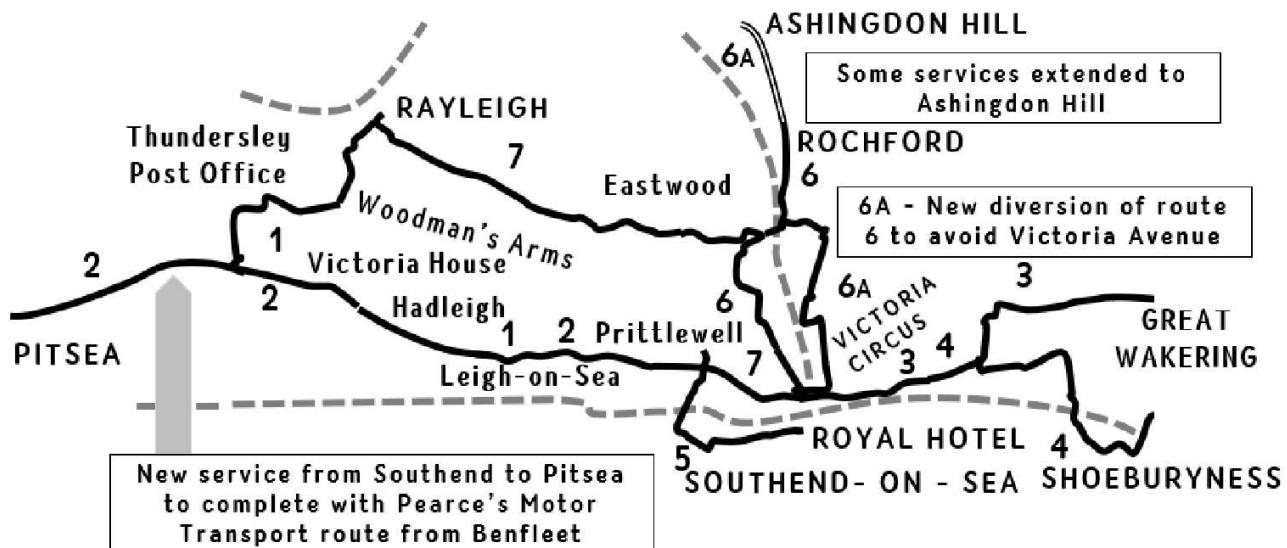


1922

WESTCLIFF NAME CHANGE TO "WESTCLIFF-on-SEA MOTOR SERVICES LTD"

On the 22nd of January 1922, the name "Westcliff-on-Sea Charabanc Services" was changed to the "Westcliff-on-Sea Motor Services Ltd".

WESTCLIFF SERVICES RE-NUMBERED – PART ONE



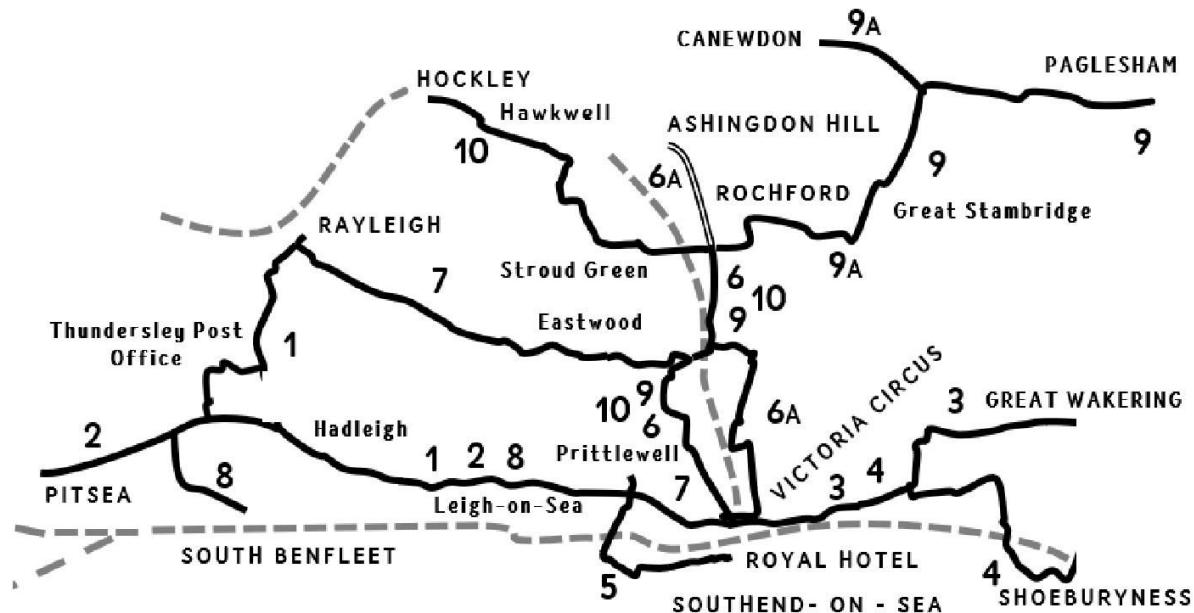
ROUTE	NEW NUMBER	NOTES
1	5	ROYAL HOTEL – SOUTHEND HIGH STREET TO WEST STREET VIA HAMLET COURT ROAD
	2	SOUTHEND TO PITSEA- A NEW SERVICE TO COMPETE WITH PART OF PEARCE'S MOTOR SERVICES BENFLEET TO SOUTHEND ROUTE
3	3	CIRCULAR SERVICE WITHDRAWN AND SERVICE CURTAILED – NOW SOUTHEND TO GREAT WAKERING CHURCH
3 A	4	CIRCULAR SERVICE WITHDRAWN AND SERVICE CURTAILED – NOW SOUTHEND TO SHOEBOURNE TAVERN
4	6	SERVICE FROM SOUTHEND VIA VICTORIA AVENUE TO ROCHFORD
4	6 A	SERVICE FROM SOUTHEND VIA SUTTON ROAD TO ROCHFORD AND SOME SERVICES EXTENDED TO ASHINGDON HILL
5	7	SERVICE FROM SOUTHEND VIA EASTWOOD TO RAYLEIGH

WESTCLIFF SERVICES RE-NUMBERED – PART TWO

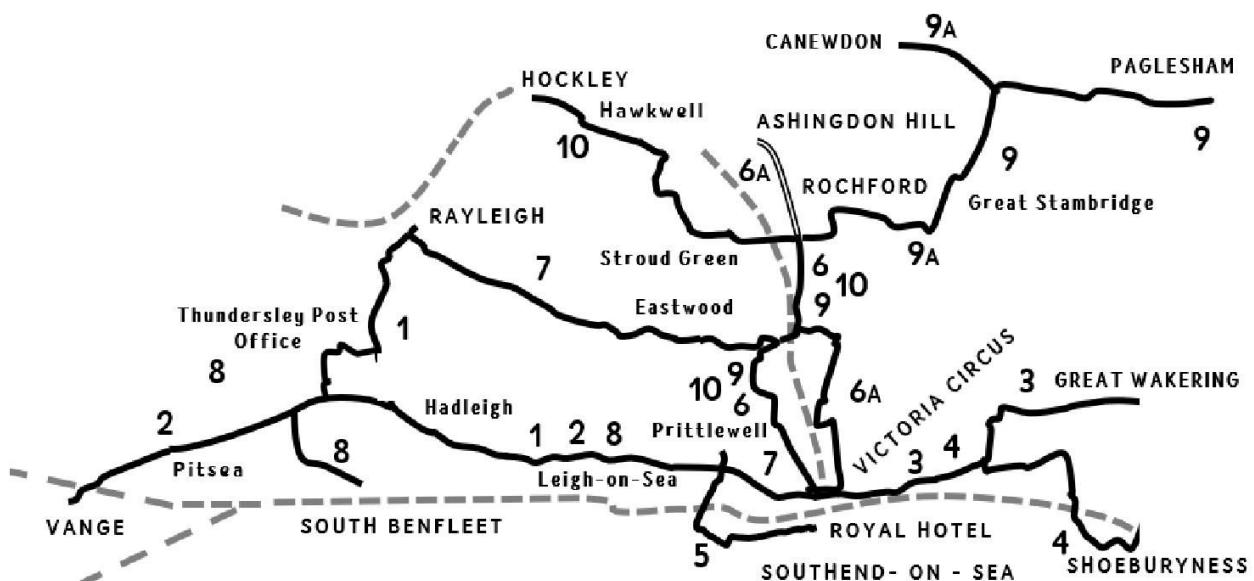
ROUTE	NEW NUMBER	NOTES
	9	A NEW SERVICE OPERATING THURSDAYS AND SATURDAYS FROM SOUTHEND TO PAGLESHAM
	9A	A NEW SERVICE FROM SOUTHEND TO HAWKWELL VIA ROCHFORD

Please see diagram on the next page

1922 CONTINUED



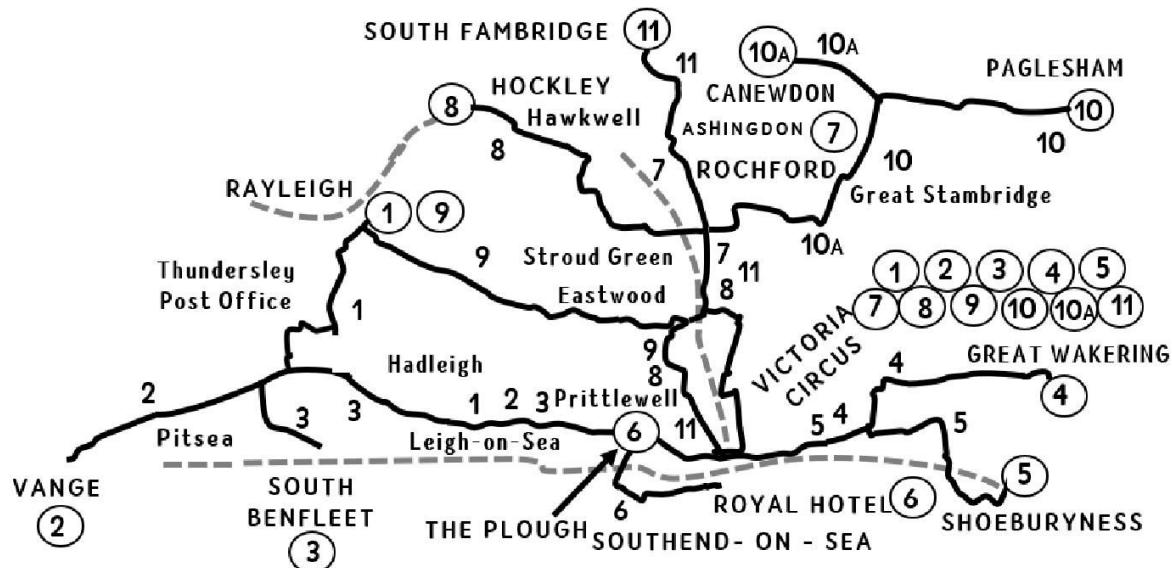
WESTCLIFF SERVICES RE-NUMBERED – PART THREE



ROUTE	NEW NUMBER	NOTES
2		EXTENDED FROM PITSEA TO VANGE (BARGE INN)
8	9	RE-NUMBERED
	9 A	A NEW SATURDAY ONLY SERVICE FROM SOUTHEND TO CANEWDON VIA ROCHFORD
8 A	10	RE-NUMBERED AND EXTENDED TO HOCKEY (BULL)
	8	NEW SERVICE - SOUTHEND TO SOUTH BENFLEET

1922 CONTINUED

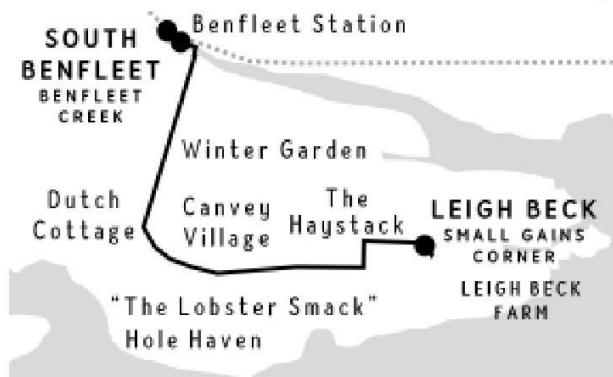
WESTCLIFF SERVICES RE-NUMBERED – PART FOUR



ROUTE	NEW NUMBER	NOTES
8	3	SOUTHEND – SOUTH BENFLEET
3	4	SOUTHEND – GREAT WAKERING
4	5	SOUTHEND – SHOEBURYNES
6 A	7	SOUTHEND – ASHINGDON
10	8	SOUTHEND – HOCKLEY
7	9	SOUTHEND - RAYLEIGH VIA EASTWOOD
9	10	SOUTHEND – PAGESHAM
9 A	10 A	SOUTHEND – CANEWDON
	11	NEW SERVICE -SOUTHEND TO SOUTH FAMBRIDGE
5	6	HIGH STREET (ROYAL HOTEL) TO WESTCLIFF - LONDON ROAD (THE PLOUGH)

CANVEY ISLAND MOTOR ASSOCIATION

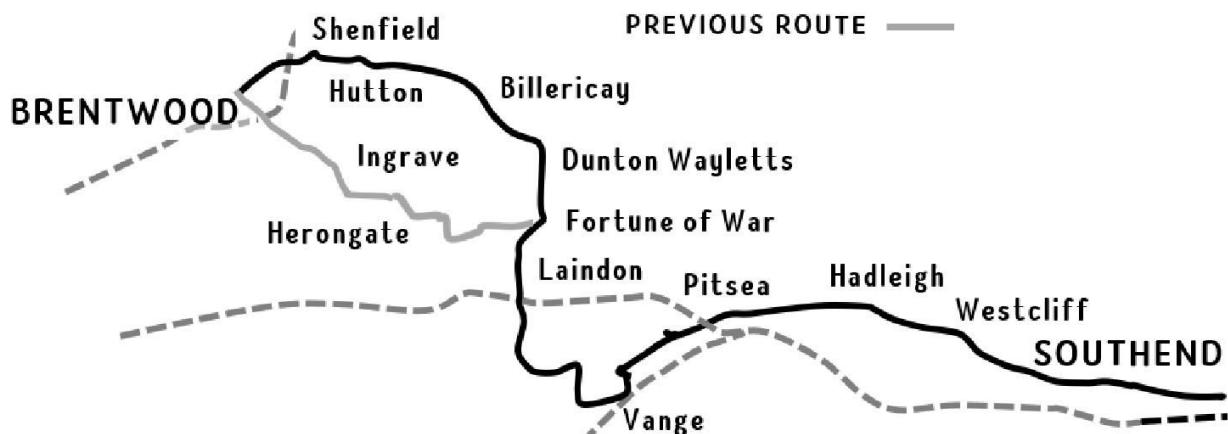
The "National Travel by Road Timetable" showed, in September 1922, a motor bus service operated by the Canvey Island Motor Association from Benfleet Station to Small Gains Corner (Leigh Beck).



1922 CONTINUED

NEW SUMMER SERVICE TO BRENTWOOD

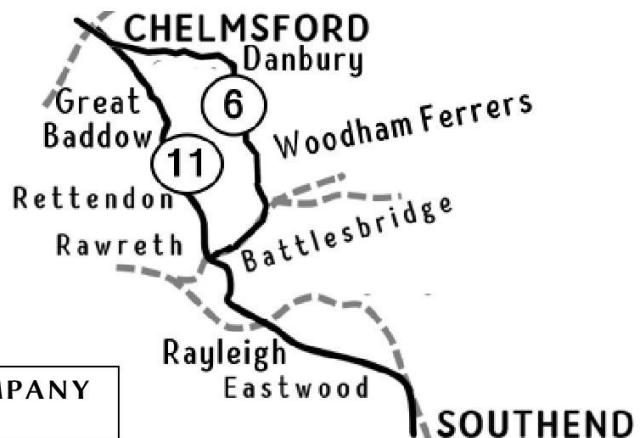
During the summers of 1922, and 1923, Westcliff-on-Sea Motor Services operated a twice daily service between Brentwood and Southend.



TWO NEW NATIONAL OMNIBUS & TRANSPORT COMPANY SOUTHEND SERVICES

About July 1922, the National Omnibus & Transport Company introduced their second and third services from Chelmsford to Southend. Service 6 ran via Danbury and Woodham Ferries and service 11 ran via Great Baddow, Rettendon, Battlesbridge, Rawreth and Rayleigh.

NATIONAL OMNIBUS & TRANSPORT COMPANY SERVICES 6 AND 11



WESTCLIFF'S COMPETITION

Although Westcliff-on-Sea Motor Services faced competition, its policy of purchasing superior vehicles and high maintenance standards resulted in an efficient operation leading to profitability which allowed it to build a "war chest" to fend off future competition.

In 1922, the only competition for the Westcliff-on-Sea Motor Services was from; -

- Pearce's Motor Services – a shared service 3 from Southend to South Benfleet.
(please see route diagram page 27)
- Thundersley, Hadleigh and District Motors – between Thundersley, Hadleigh and Station Road at Leigh.
(please see route diagram page 21)
- National Omnibus & Transport Company – Chelmsford to Southend – competitive section Southend-Eastwood – Rayleigh. (please see route diagram page 27 and above)

1923

WESTCLIFF STARTS OPERATIONS ON CANVEY ISLAND AND THEN CEASES

As part of its expansion plans, Westcliff-on-Sea Motor Services commenced operations on Canvey Island and followed the same route as the Canvey Island Motor Association from Leigh Beck to South Benfleet. Unfortunately, the seventeen operators in the Canvey Island Motor Association made sure Westcliff-on-Sea Motor Services were not welcomed on the Island and its service (service number 12) was withdrawn in the Autumn of 1924.

RENUMBERING AGAIN AND NEW SERVICES

The Westcliff-on-Sea Motor Services route 6 from the Kursaal to Chalkwell Avenue at London Road via the Western Esplanade was re-numbered to 6A in the summer of 1923.

In July 1923, a new circular service, numbered 13, commenced from Victoria Circus to Eastwood and Leigh and back to Victoria Circus.

A second, un-numbered service, was introduced on the 1st of November 1923 for the benefit of commuters which operated in peak hours only from the Turnpike Cottages at Leigh to Prittlewell Station. However, the service was unsuccessful and was withdrawn by 1924.

A new route was approved by the Watch Committee for Westcliff-on-Sea Motor Services to operate a circular service from Victoria Circus via Prittlewell Station and Sutton Road returning via West Road and London Road. However, only the section between Victoria Circus and Sutton Road. This route became service 14.

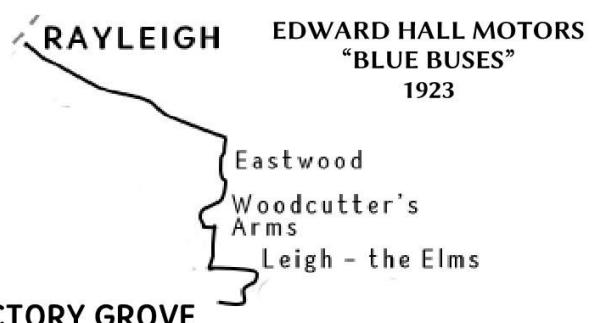
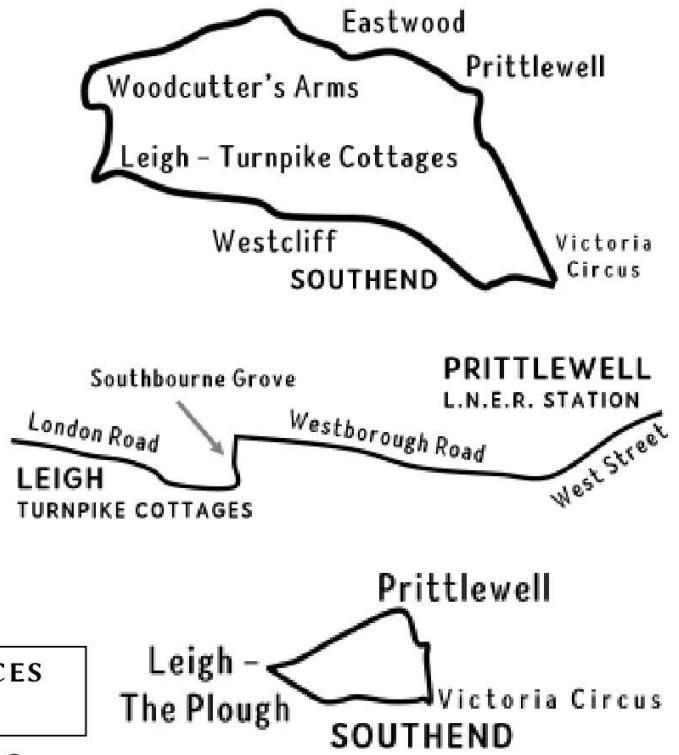
WESTCLIFF ON SEA MOTOR SERVICES CIRCULAR SERVICE - ROUTE 14

“BLUE BUSES” - EDWARD HALL MOTORS

During the early 1920's, the agricultural land north of Leigh at Eastwood, became the focus of residential development, to such an extent, that the local parish council approached the Westcliff-on-Sea Motor Services to provide a bus service to the area. However, the company declined to provide a service, so a local developer decided to start a bus service to the area which he called “Edward Hall Motors” after the name of his development at Edwards Hall, Eastwood.

In 1923, Edward Hall Motors commenced a service trading as “The Blue Buses” from Leigh (Rectory Grove) to Rayleigh via Leigh Elms Hotel, Eastwood Road, Woodcutters Arms and Bellhouse Lane. It then obtained licences to operate bus services from Rayleigh to Leigh via Thundersley and from Leigh to Southend.

WESTCLIFF ON SEA MOTOR SERVICES CIRCULAR SERVICE - ROUTE 13



1923 CONTINUED

OMNIBUS BY-LAWS INTRODUCED ON CANVEY ISLAND

The Rochford Rural District Council, whose area covered the parishes of Canvey Island and South Benfleet, decided to implement an Omnibus By-Laws to regulate the motor bus services on the Island. Consequently, Hackney Licenses were issued to 50 vehicles, including both taxis and motor buses.

WESTCLIFF-on-SEA MOTOR SERVICES START OPERATING ON CANVEY

With the introduction of the Omnibus By-Laws on Canvey Island, the Westcliff-on-Sea Omnibus Company commenced a service between Benfleet Creek and Leigh Beck on the 8th of June 1923. It ran from Leigh Beck to Benfleet at half the fare of the independents. "Westcliff" buses ran to a strict published timetable whether there were passengers to carry or not. However, sabotages by the local bus operators forced the Westcliff-on-Sea Omnibus Company to abandon its services on the Island in 1924.

1924

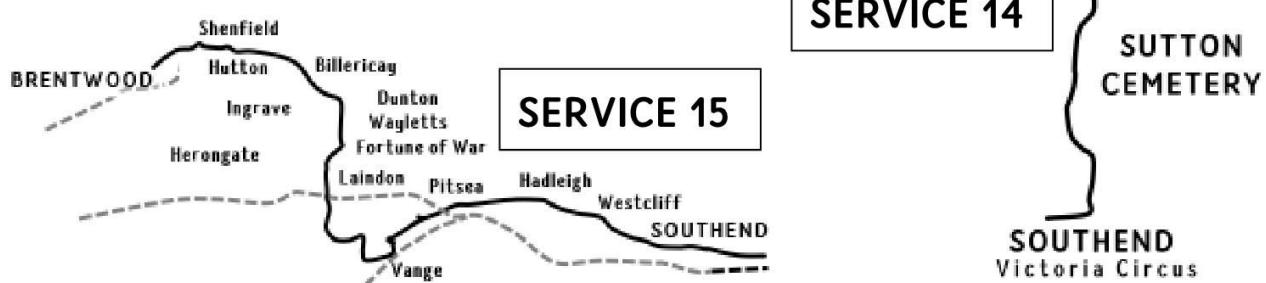
SOUTHEND ARTERIAL ROAD COMPLETED

The Southend Arterial Road (the A127, as shown below), was designed as the eastern part of a major new road for vehicular traffic between Wanstead and Southend, the other section being the Eastern Avenue (now the A12). It opened in stages between June and September 1924. The road was formally opened by Prince Henry, Duke of Gloucester on 25 March 1925. In 1936 it was duplicated and had cycleways in each direction. Part of the Arterial Road in Southend is named "Eastern Avenue", as is the section from Wanstead to Gallows Corner at Romford with the Junction of the A12 and A127.



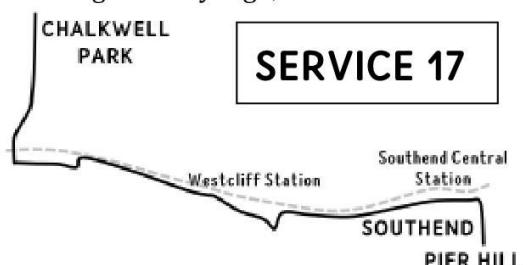
WESTCLIFF-on-SEA MOTOR SERVICES ALTERATIONS

In the summer of 1924, service 14 was amended to operate from Victoria Circus to Sutton Cemetery with a few timings extended to Shopland Corner. The Brentwood service was numbered 15 and re-routed via Shenfield, Hutton, Billericay and Noak Hill.



A new service, number 16, commenced between Southend and Hullbridge via Rayleigh, but was short lived.

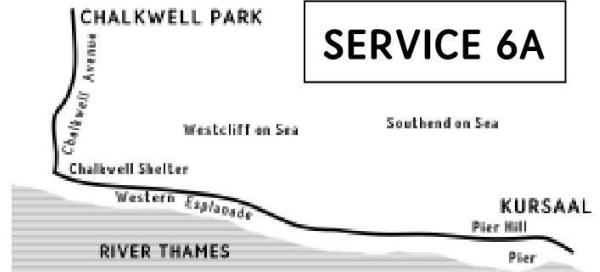
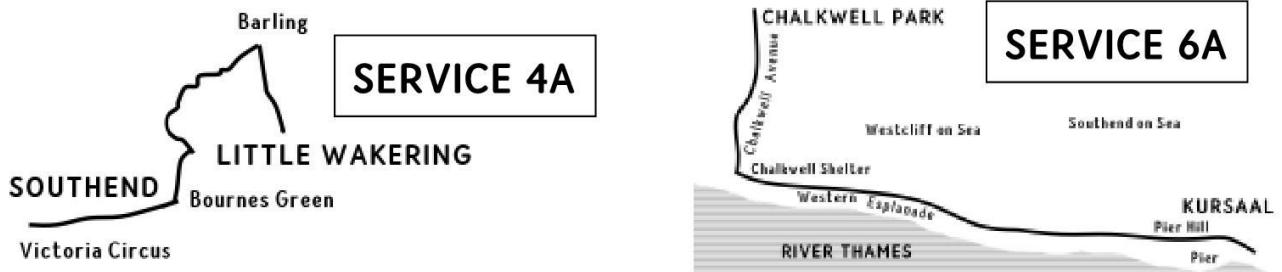
Service 17 was a new service from Southend (Pier Hill) to Chalkwell Park, via High Street, Alexandra Street Cliff Town Road, Scrutton Road, Station Road, Crowstone Road, First Avenue and Chalkwell Ave.



1924 CONTINUED

Route 8 was extended from the "The Bull" at Hockley to "The Fountain".

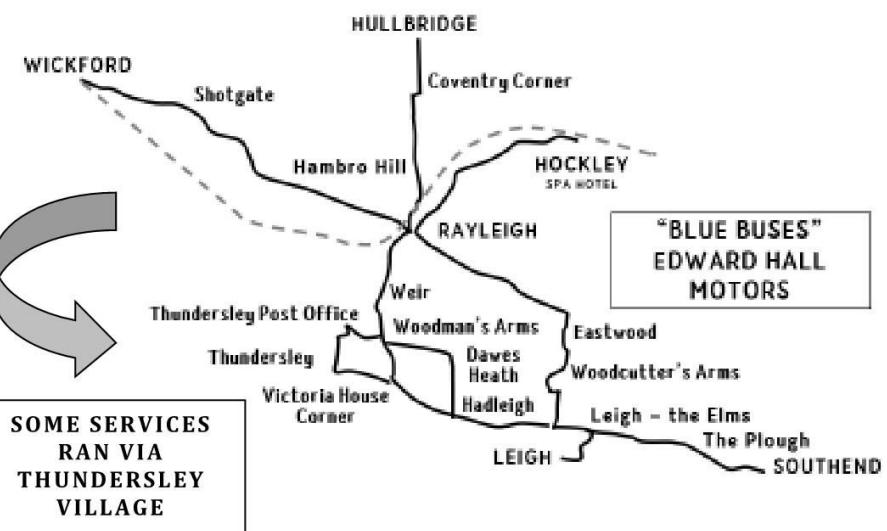
A new "Saturdays Only" service, numbered 4A, was introduced from Victoria Circus to Barling via Little Wakering and Bournes Green.



For the summer of 1924, a new service, 6A, ran from the Kursaal to Chalkwell Park.

BLUE BUSES EXTEND THEIR SERVICES

During 1924, Edward Hall Motors extended their Southend to Rayleigh service to Hambro Hill and Hullbridge via Rayleigh Station and the Leigh and Eastwood services from Rayleigh to Hockley. Some of the Hullbridge services were later diverted to run to Wickford and some of the Rayleigh Road services via Woodman's Arms ran via Thundersley Village.



WESTCLIFF-on-SEA MOTOR SERVICES – SUMMER 1924

SERVICE	ROUTE
1	SOUTHEND – RAYLEIGH VIA HADLEIGH AND THUNDERSLEY
2	SOUTHEND – VANGE VIA HADLEIGH AND PITSEA
3	SOUTHEND – SOUTH BENFLEET VIA LEIGH AND HADLEIGH
4	SOUTHEND – GREAT WAKERING VIA SOUTHCHURCH AND BOURNES GREEN
4A	SOUTHEND – LITTLE WAKERING VIA SOUTHCHURCH, BOURNES GREEN AND BARLING
5	SOUTHEND – SHOEBURYNESS VIA SOUTHCHURCH AND BOURNES GREEN
6	SOUTHEND (ROYAL HOTEL) – PLOUGH HOTEL VIA WESTCLIFF STATION
6A	KURSAAL – CHALKWELL PARK (SUMMERS ONLY)
7	SOUTHEND – ASHINGDON VIA PRITTLEWELL AND ROCHFORD
8	SOUTHEND – HOCKLEY VIA PRITTLEWELL AND ROCHFORD
9	SOUTHEND – RAYLEIGH VIA PRITTLEWELL, ROCHFORD, AND HOCKLEY
10	SOUTHEND – PAGLESHAM VIA ROCHFORD AND STANBRIDGE

10A	SOUTHEND – CANEWDON VIA ROCHFORD	
11	SOUTHEND – FAMBRIDGE VIA ROCHFORD AND ASHINGDON	
12	CANVEY (LEIGH BECK) – SOUTH BENFLEET	
13	CIRCULAR SERVICE – SOUTHEND (VICTORIA CIRCUS) VIA EASTWOOD	
14	SOUTHEND – SUTTON CEMETERY EXTENDED TO SHOPLAND CORNER	
15	SOUTHEND – BRENTWOOD VIA BILLERICAY AND PITSEA	
16	SOUTHEND – HULLBRIDGE VIA ROCHFORD AND ASHINGDON	
17	SOUTHEND (PIER HILL) – CHALKWELL PARK VIA WESTCLIFF	
	SEA FRONT SERVICE	KURSAAL – CHALKWELL AVENUE

PEARCE'S MOTOR SERVICES - SUMMER 1924

NO NUMBER	SOUTH BENFLEET – SOUTHEND VIA HADLEIGH AND LEIGH
NO NUMBER	SOUTH BENFLEET- THUNDERSLEY VIA TARPOTS CORNER AND KENNETH ROAD
NO NUMBER	SOUTH BENFLEET- THUNDERSLEY VIA VICARAGE HILL AND VICTORIA HOUSE CORNER

THUNDERSLEY, HADLEIGH AND RAYLEIGH MOTORS

NO NUMBER	LEIGH CHURCH – RAYLEIGH VIA VICTORIA HOUSE CORNER AND WEIR
NO NUMBER	LEIGH CHURCH – RAYLEIGH VIA THUNDERSLEY VILLAGE

CANVEY ISLAND MOTOR ASSOCIATION

NO NUMBER	LEIGH BECK – SOUTH BENFLEET VIA “THE HAYSTACK”
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“BLUE BUSES” - EDWARD HALL MOTORS

SERVICE	ROUTE
NO NUMBER	LEIGH (RECTORY GROVE) – RAYLEIGH VIA EASTWOOD
NO NUMBER	LEIGH (RECTORY GROVE) – RAYLEIGH AND HOCKLEY
NO NUMBER	LEIGH (RECTORY GROVE) – SOUTHEND VIA LONDON ROAD
NO NUMBER	LEIGH (RECTORY GROVE) TO HULLBRIDGE VIA RAYLEIGH – Some services run via Thundersley Village and some diverted to Wickford

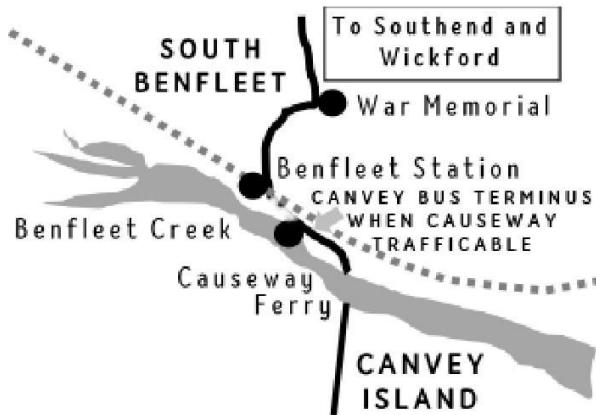
NATIONAL OMNIBUS TRANSPORT COMPANY

6	CHELMSFORD – SOUTHEND VIA WOODHAM FERRERS
11	CHELMSFORD – SOUTHEND VIA BATTLESBRIDGE
12	CHELMSFORD – SOUTHEND VIA BILLERICAY

CANVEY ISLAND MOTOR DRIVERS' ASSOCIATION

In April 1924, a meeting was held between the Chairman of the South Benfleet Parish Council and the transport section of the Canvey Island Chamber of Commerce regarding congestion at Benfleet Station caused by “Mainland” buses operating beyond their approved terminus at the War Memorial. The representatives of the Canvey bus operators stated their terminus was in Ferry Road when buses were able to cross Benfleet Creek at low tide. The representatives did complain about “foreigners” running services to Canvey Island without any operator’s licence. As a result of the discussions, the Canvey Island Motor Drivers Association was formed, and it was reported that 20 buses were owned by residents of the Island. The purpose of the Association was to “Arrange a unified and regular system of transport for the benefit of residents” and a Road Committee was formed to implement the Associations aims. *Please see next page.*

1924 CONTINUED



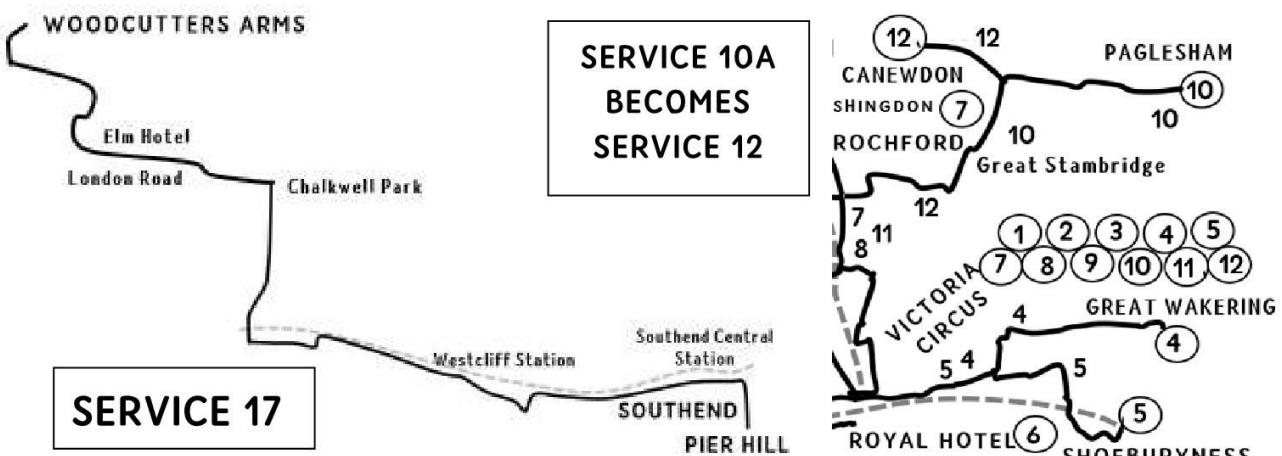
1925

CANVEY ISLAND URBAN DISTRICT COUNCIL ISSUES LICENCES

In 1925, the Parish of Canvey Island was removed from the Rochford Rural District Council to form the Canvey Island Urban District Council which allowed it to issue its own licences for Hackney Carriages and Motor Omnibuses. The Council issued 17 Hackney Carriage Licence for the seventeen individual operators of the Canvey Auxiliary Motors.

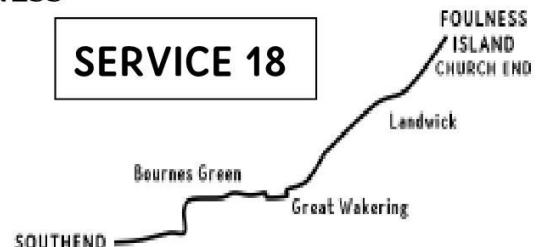
WESTCLIFF-on-SEA MOTOR SERVICES MAKE CHANGES

In February 1925, authority was received to extend service 17 to the Woodcutters Arms and the service 10A to Canewdon became service 12 which was the service that ceased on Canvey Island.



WESTCLIFF-ON-SEA MOTOR SERVICES TO FOULNESS

Following the construction of a bridge at Great Wakering, service number 18, operating Fridays, and Saturdays only, was introduced from Southend to Foulness Island to serve the War Department Restricted Area and Landwick,



1925 CONTINUED

"BLUE BUSES" EXPAND THEIR SERVICES

In 1925, licences were issued for; -

- Leigh to Hadleigh then Rayleigh via Victoria House Corner.
- Leigh to Hadleigh, then to South Benfleet via Vicarage Hill.



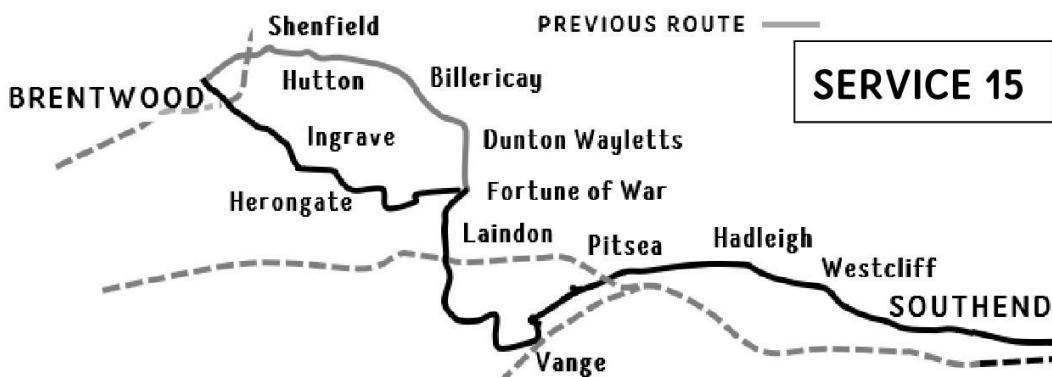
THUNDERSLEY, HADLEIGH AND RAYLEIGH MOTOR SERVICES EXPAND

The routes licensed to Edward Hall Motors duplicated in part, those of Pearse's Motor Services and Thundersley, Hadleigh and Rayleigh Motor Services. In a "tit for tat" move, Thundersley, Hadleigh and Rayleigh Motor Services applied for and obtained a licence to operate a service that duplicated part of the "Blue Buses" route from Leigh to Eastwood.



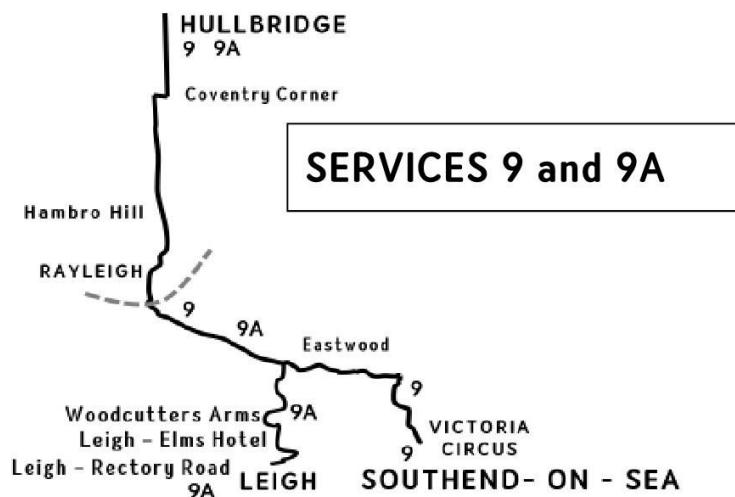
SERVICE 15 RE-ROUTED AGAIN

In the summer of 1925, Service 15 was again re-routed via Herongate.



WESTCLIFF-on-SEA MOTOR SERVICES SERVICE 9 AND 9A

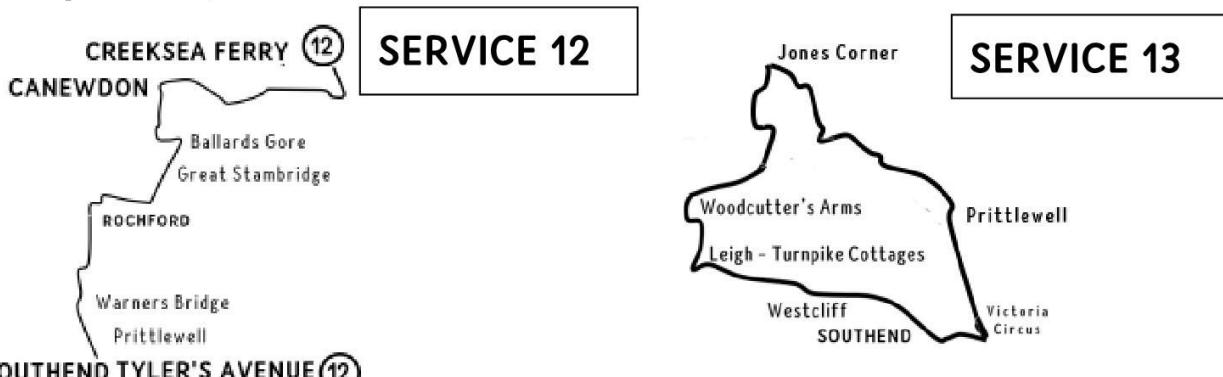
In 1925, service 9 was extended to Hambro Hill and Hullbridge from Rayleigh and a new service, 9A, was introduced from Leigh to Hullbridge.



1925 CONTINUED

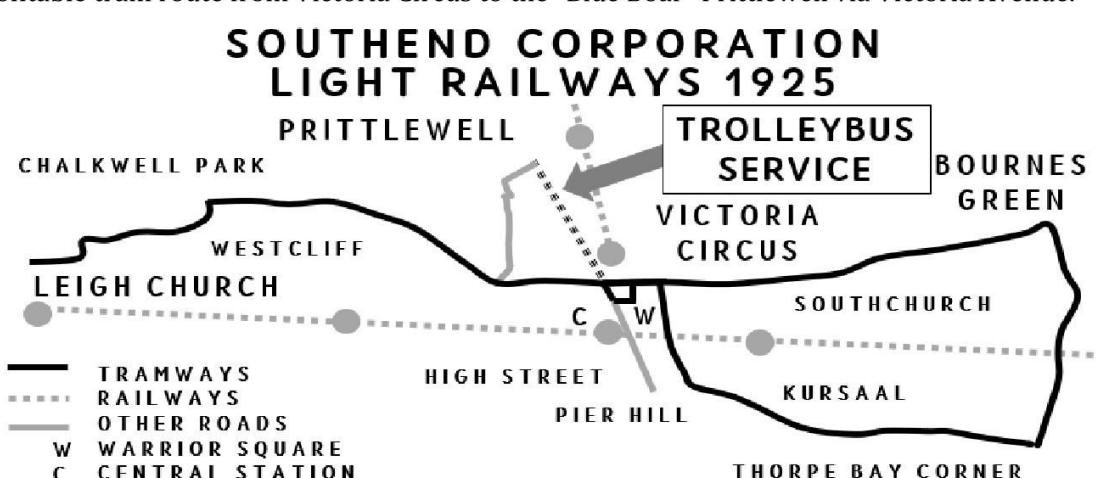
WESTCLIFF-on-SEA MOTOR SERVICES - SERVICE 12 AND 13

Service 12 saw three journeys a day were extended from Canewdon to Creeksea Ferry and the Eastwood Circular operated via Jones Corner.



SOUTHEND CORPORATION COMMENCE TROLLEYBUS SERVICES

On the 16th of October 1925, the Southend Corporation introduced 2 trolleybuses to duplicate the unprofitable tram route from Victoria Circus to the "Blue Boar" Prittlewell via Victoria Avenue.



CANVEY ISLAND HAS "FIFTY BUS OPERATORS"

A report given to the Urban District of Canvey Island in 1925, indicated there were 50 motor bus operators servicing the 3 mile "Main Road" on Canvey Island from Leigh Beck Farm to Benfleet Station (via Benfleet Creek causeway) which equates to the number of Hackney Carriage Licences issued in 1923 by the Rochford Rural District Council,

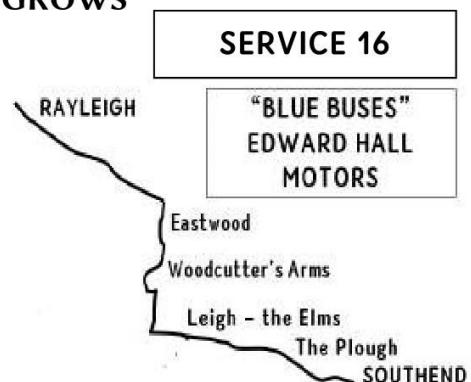
1926

WESTCLIFF AND "BLUE BUSES" COMPETITIVENESS GROWS

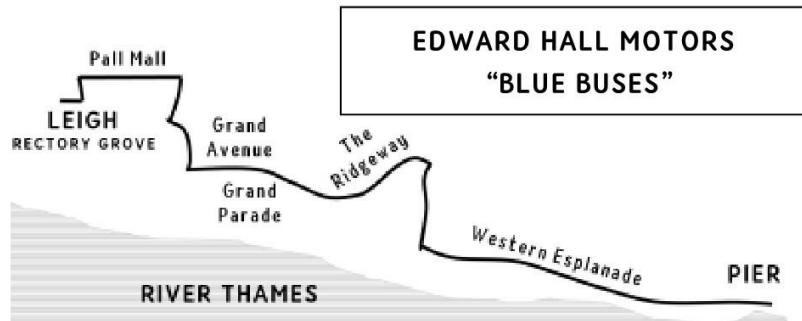
Using the defunct service number 16 from the unsuccessful Hullbridge service, Westcliff-on-Sea Motor Services commenced a service exactly duplicating the "Blue Buses" route to Rayleigh via Leigh and Eastwood.

A NEW SERVICE FOR EDWARD HALL MOTORS

On the 1st of April 1926, "Blue Buses" commenced a service from Leigh to the Pier after securing a licence from the Southend Watch Committee that had recently rejected two similar applications from Westcliff-on-Sea Motor Services. *Please see the diagram on the next page.*



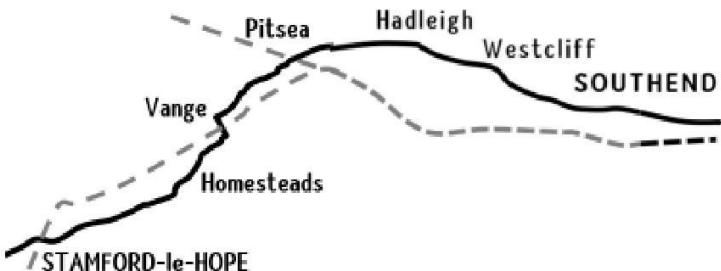
1926 CONTINUED



WESTCLIFF-on-SEA MOTOR SERVICES - REVISIONS AND NEW SERVICES

During 1926, the Westcliff-on-Sea Motor Services extended the service 2 from the Barge Inn, Vange to the Five Bells at Vange. A new service from Southend to Stamford-le-Hope via Homesteads was introduced as number 2A.

SERVICES 2 and 2A



CANVEY ISLAND URBAN DISTRICT COUNCIL ISSUES LICENCES (C.I.U.D.C.)

From the 1st of July 1926, the C.I.U.D.C. issued 15 motor bus operators' licences to members of the Canvey Island Motor Drivers Association. Prior to the issuing of motor bus operator licences, it was reported that in the summer of 1926, some 30 operators were plying for hire.

1927

EDWARD HALL MOTORS SELLS OUT TO WESTCLIFF-on-SEA MOTOR SERVICES

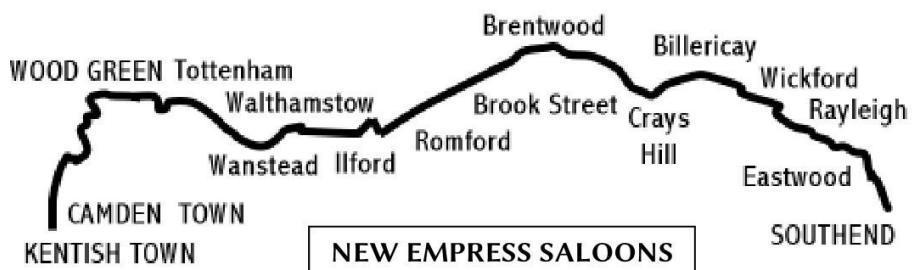
When the Southend Borough Council Watch Committee issued 12 licences under the Town Police Clauses Acts to Edward Hall Motors which included services from Southend to Rochford, Paglesham, Rayleigh, Eastwood, Ashingdon, Great Wakering and Hockley, Westcliff-on-Sea Motor Services decided to invite the former to hold discussions on the future of bus services in the area. Subsequently, on the 25th of March 1927, Edward Hall Motors becomes a fully owned subsidiary of Westcliff-on-Sea Motor Services.

NEW EMPRESS SALOONS – LONDON TO SOUTHEND-ON-SEA

On the 27th of May 1927 by A H Young, trading as "The Empress Bus" commenced running a 48-mile service from Wood Green, London to Southend, terminating opposite the Kursaal. A limited company, New Empress Saloons Ltd, was formed in July 1928, and later that year the City Motor Omnibus Co Ltd bought a two-thirds share in it.

Although the New Empress name was retained, vehicles were painted in the brown and cream livery of City, who bought the remaining shares in the company in 1932. The route was extended by City to Camden Town and later cut back to Kentish Town, where a purpose-built garage and coach station opened at Leighton Road in December 1929. At the same time City began operating on an increased frequency to counter competition from Westcliff's service to Wood Green which began in July 1928, as an extension of their Southend to Wickford service.

Within a year, however, the two services were co-ordinated, and following the acquisition of its London operations in 1934, City bought out Westcliff's share which gave City its first use of the Wood Green depot, the company having previously bought a garage at Tyler's Avenue, Southend in 1930; these became the route's termini for very many years. *please see route diagram next page.*



THE INTEGRATION OF WESTCLIFF-on-SEA MOTOR SERVICES WITH EDWARD HALL MOTORS

When "Blue Buses" became a subsidiary of Westcliff-on-Sea Motor Services on the 25th of March 1927, its services continued to operate under the "Blue Buses" fleet name, but changes were made to some services and that of the Westcliff company to reduced duplication and improve efficiency.

"BLUE BUSES" - EDWARD HALL MOTORS - 1927

ROUTE
SOUTHEND - WICKFORD VIA LEIGH, EASTWOOD, AND RAYLEIGH
SOUTHEND - WICKFORD VIA PRITTLEWELL, RAYLEIGH, AND HAMBRO HILL
SOUTHEND - HULLBRIDGE VIA PRITTLEWELL, EASTWOOD, AND RAYLEIGH
LEIGH - HOCKLEY VIA EASTWOOD AND RAYLEIGH
LEIGH - HAMBRO HILL VIA HADLEIGH, DAWES HEATH, AND RAYLEIGH
LEIGH - RAYLEIGH VIA HADLEIGH AND THUNDERSLEY
LEIGH - HADLEIGH (LOCAL)
LEIGH - SOUTH BENFLEET VIA HADLEIGH AND VICARAGE HILL
LEIGH - SOUTHPEND PIER VIA GRAND DRIVE, RIDGEWAY, AND SEA FRONT

The diagram (below) shows the "country" routes of the "Blue Buses", including the "Saturdays Only" service to Battlesbridge. *Not shown is the Sea Front service.*

"Blue Buses" did not have service numbers at this stage and the service to Benfleet via Vicarage Hill was transferred to Westcliff Motor Services and was allocated service number 3A.

BLUE BUSES AFTER
BECOMING A
SUBSIDIARY OF
WESTCLIFF-on-SEA



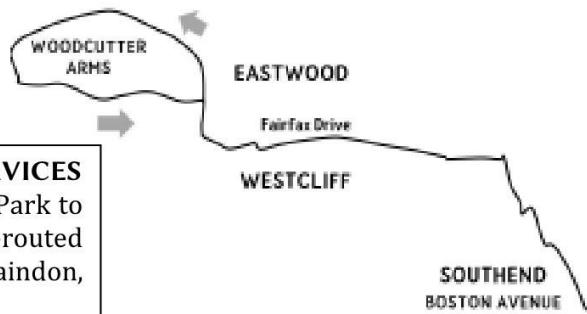
1927 CONTINUED

WESTCLIFF-on-SEA MOTOR SERVICES AMENDED AFTER "BLUE BUSES" BECAME A SUBSIDIARY

SERVICE	ROUTE
1	SOUTHEND - RAYLEIGH VIA HADLEIGH AND THUNDERSLEY- SOME JOURNEYS TO HAMBRO HILL
1A	SOUTHEND - WICKFORD VIA HADLEIGH, THUNDERSLEY AND RAYLEIGH
6A	KURSAAL - CHALKWELL SEA FRONT SERVICE COORDINATED WITH "BLUE BUSES" AND EXTENDED TO LEIGH ELMS HOTEL
8	SOUTHEND - HOCKLEY VIA ROCHFORD EXTENDED TO RAYLEIGH
9	SOUTHEND- HAMBRO HILL VIA RAYLEIGH - WITHDRAWN - NOW RUNS EASTWOOD TO RAYLEIGH
9A	SOUTHEND- HAMBRO HILL VIA LEIGH ELM - WITHDRAW - NOW RUNS WOODCUTTERS ARMS AND RAYLEIGH
13	SOUTHEND - HOCKLEY- SOUTHPEND CIRCULAR - NOW RUNS WOODCUTTERS ARMS TO RAYLEIGH
16	SOUTHEND- EASTWOOD - SOUTHPEND CIRCULAR - NOW RUNS WOODCUTTERS ARMS TO RAYLEIGH
19	LEIGH -SOUTHEND PIER VIA GRAND DRIVE, RIDGEWAY, AND SEA FRONT - TRANSFERRED TO "BLUE BUSES"

BOROUGH SERVICES COMMENCE OPERATIONS

Established on the 31st of October 1927, this operator obtained a licence to run a service to Eastwood (Woodcutter Arms) from Southend (Boston Avenue) via Fairfax Drive.



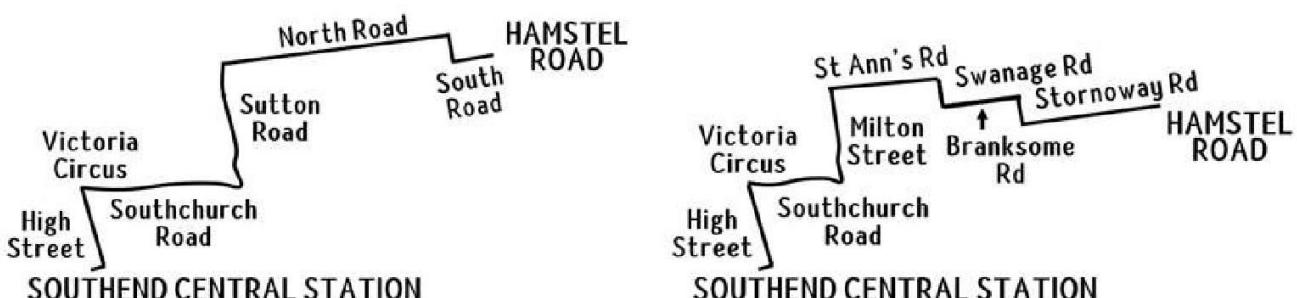
ALTERATIONS TO WESTCLIFF-on-SEA MOTOR SERVICES

During 1927, Service 6A was extended from Chalkwell Park to the Elm Hotel at London Road, Leigh. Service 15 was re-routed once again, from Southend to Brentwood via Laindon, Billericay and Noak Hill. *Please see diagrams on page 31*

"BLUE BUSES" OPERATE NEW SERVICES ON BEHALF OF WESTCLIFF-on-SEA MOTOR SERVICES

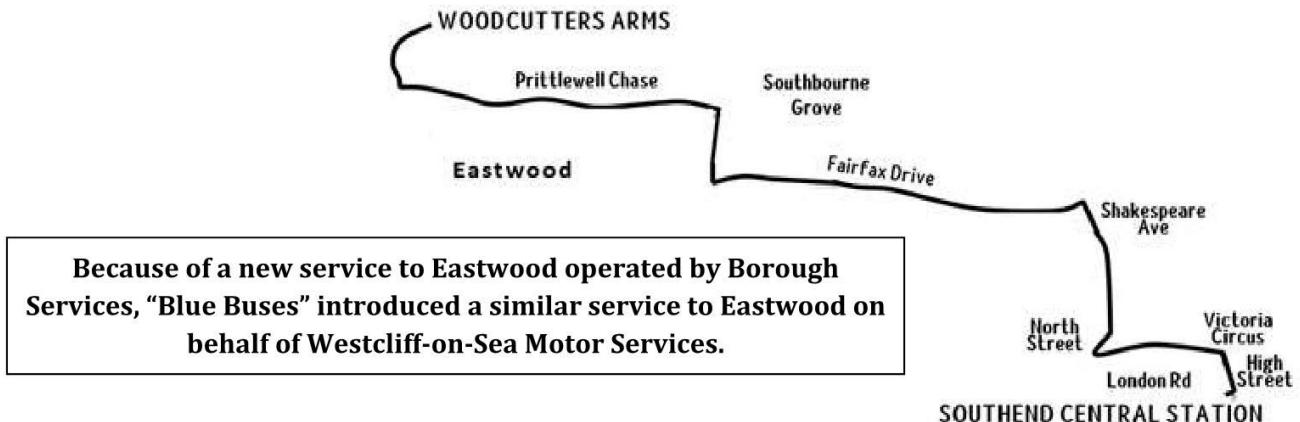
With the availability of excess buses because of the rationalisation of services between "Blue Buses" and Westcliff-on-Sea Motor Services. the following new services were operated by "Blue Buses" on behalf of Westcliff-on-Sea Motor Services.

- L.M.S. railway station to Hamstel Lane via Southchurch Road, Sutton Road, North Avenue and South Avenue.
- L.M.S. railway station to Hamstel Lane via Milton Street, St Ann's Road, Swanage Road, Branksome Road and Stornoway Road. Swanage Road, Branksome Road and Stornoway Road.

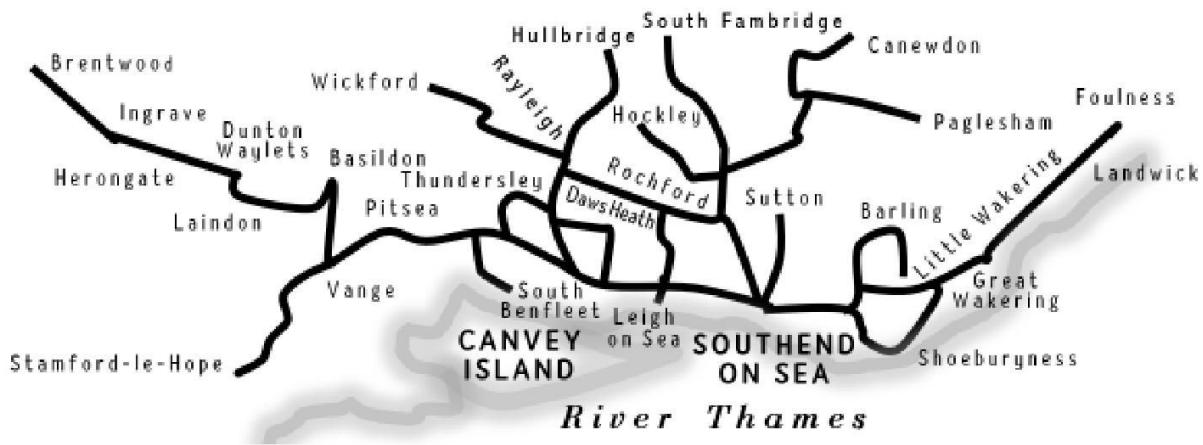


1927 CONTINUED

- L.M.S. Central railway station to Woodcutters Arms via London Road, North Road, Shakespeare Drive, Fairfax Drive, Southbourne Grove and Prittlewell Chase.



WESTCLIFF-ON-SEA MOTOR SERVICES – 1927



CANVEY URBAN DISTRICT COUNCIL RESTRICTS LICENCES

Just after the formation of the Canvey Urban District Council, (C.U.D.C), 15 motor bus operators' licences were issued to 15 members of the Canvey Island Motor Drivers Association with an extra being issued latter. This action caused dismay amongst the operators who were not part of the Association and they continued to operate without the required licence which resulted in fines being issued through the Courts. However, instead of issuing more licenses, the C.U.D.C. determined that only 9 motor bus operator licences were required for the winter 1927-28 period – a reduction from the 16 licences issued. However, by September 1927, the C.U.D.C. had issued 16 motor bus operators' licences to the Association owners and 5 to other operators to allow them to become "Licensed".

1928

WESTCLIFF-ON-SEA MOTOR SERVICES TO WOOD GREEN, LONDON

In response to the New Empress Saloons service from Wood Green to Southend Westcliff-on-Sea Motor Services commence a similar service to Wood Green (Jolly Butchers Hill), which began in July 1928, as an extension of their Southend to Wickford service. The route taken was the same as New Empress Saloons* and was promoted as "Royal Red Pullman Saloon Service" which was the excursion arm of the Westcliff-on-Sea Motor Services. *please see diagram page 35.

1928 CONTINUED

"BLUE BUSES" SERVICES REDUCED

All services from Hullbridge and Hambro Hill operated by "Blue Buses" were diverted to run via Leigh-Elms Hotel, and the service from Battlesbridge was discontinued due to the competing service by the National Omnibus and Transport Company.

ROCHFORD AND DISTRICT MOTOR SERVICES

This new operator commenced a service on the 1st of December 1928 from Southend to Creeksea Ferry following the route of service 12 of the Westcliff-on-Sea Motor Services Ltd. *Please see page 38.*



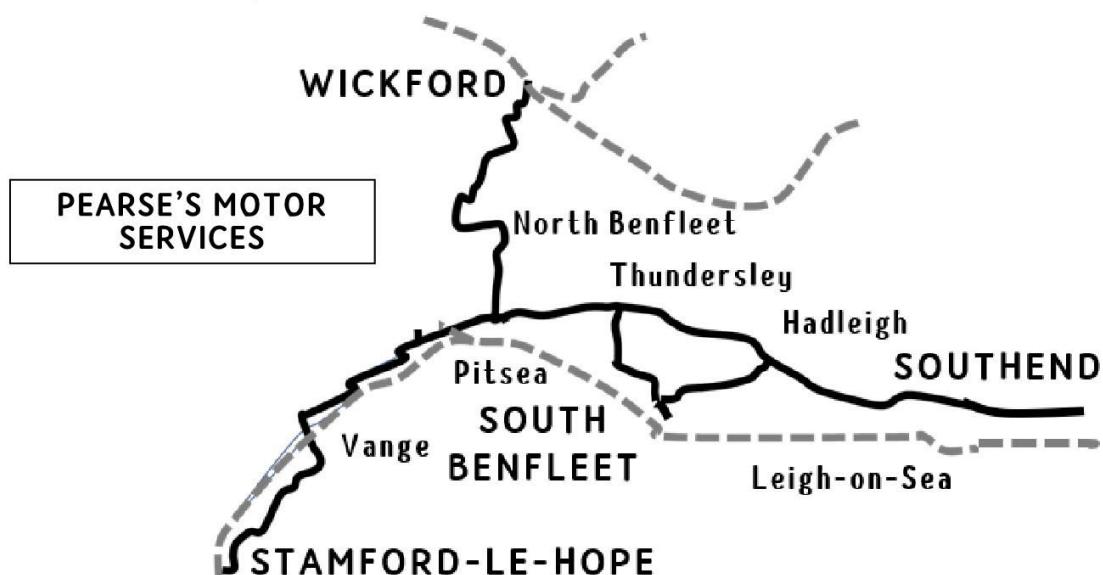
NEW IMPERIAL MOTORS

A service was commenced by this operator from Hullbridge to Southend via Rayleigh, Hockley, and Rochford, in competition with "Blue Buses" service D to Hullbridge and service 8 of Westcliff-on-Sea Motor Services Ltd to Rayleigh via Rochford and Hockley.



PEARSE'S MOTOR SERVICES - NEW ROUTES

Having been unsuccessful in obtaining licences to operate on Canvey Island despite establishing a depot there, Major Pearse expanded services from South Benfleet to Stanford-le-Hope via Vange and Pitsea and to Wickford via North Benfleet and Nevendon. Ironically, the route to Stanford-le-Hope duplicate route 2 introduced in 1922 by Westcliff-on-Sea Motor Service in response to Pearce's service to Southend from South Benfleet via Tarpots Corner.



1928 CONTINUED

SERVICE SALOONS

Established on the 28th of February 1928, this company ran a service from Southend to London following the same route as New Empress Saloons and, also in competition with Westcliff-on-Sea Motor Services route also opened in 1928 as "Royal Red Pullman Saloon Service" (please see page 34). Some Service Saloons services were extended to Kings Cross, London, whilst other services ran to Camden Town.

CITY TAKES OVER NEW EMPRESS SALOONS

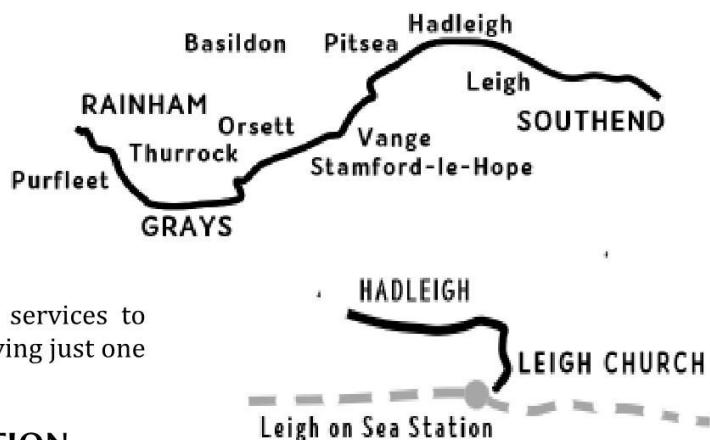
On the 25th of October 1928, the City Motor Omnibus Company Ltd, obtained a controlling interest in New Empress Saloons.

BOROUGH SERVICES EXPANSION

On the 23rd of September 1928, Borough Motor Services received approval to operate one bus between Southend, Grays and Rainham, but only the section from Southend to Grays was operated.

THUNDERSLEY, HADLEIGH AND DISTRICT WITHDRAWS SERVICES

At the end of 1928, this operator ceased its services to Eastwood and to Rayleigh via Thundersley, leaving just one service from Leigh to Hadleigh.

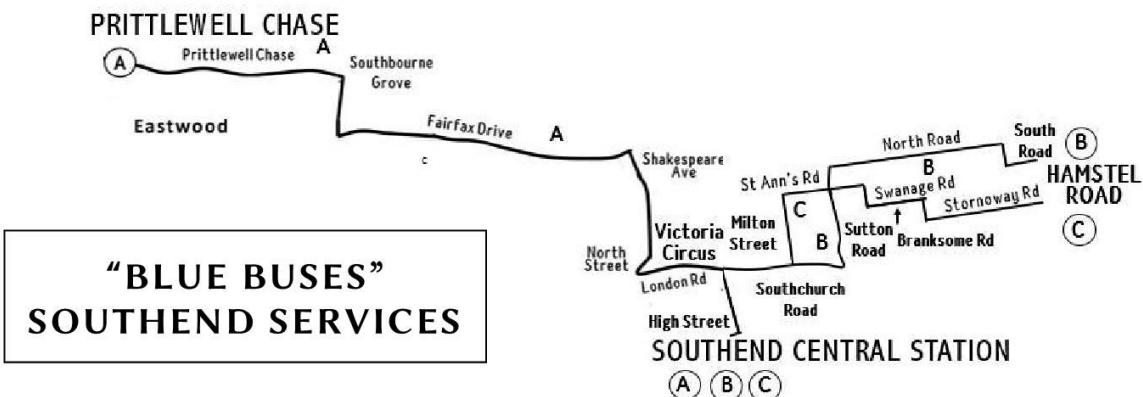


"BLUE BUSES" SERVICE IDENTIFICATION

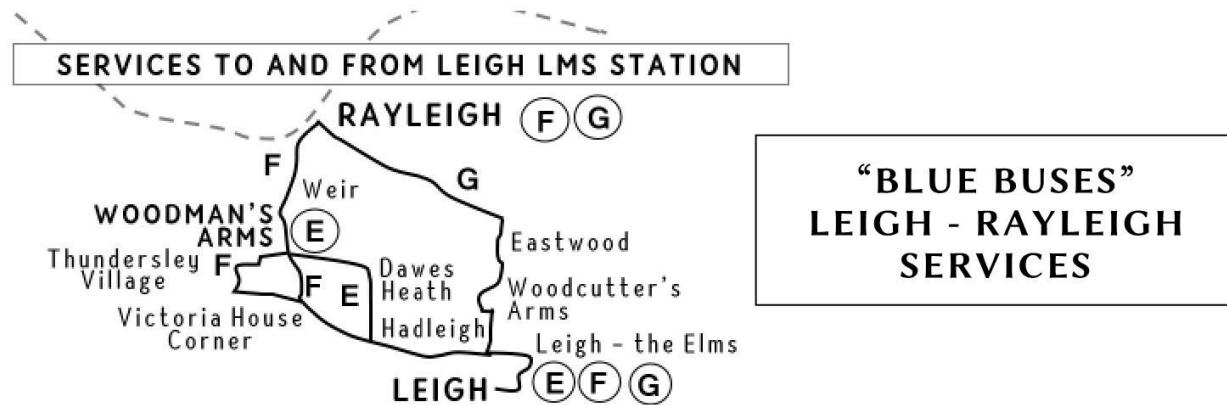
To assist the traveling public, Edward Hall Motors, as a subsidiary of Westcliff-on-Sea Motor Services, introduced the following service identifications for these routes; -

- A Southend Central Station – Prittlewell Chase via London Road, North Road, Shakespeare Drive, Fairfax Drive and Southbourne Grove.
- B Southend Central Station – Hamstel Lane via Southchurch Road, Sutton Road, North Avenue and South Avenue.
- C Southend Central Station – Hamstel Lane via Milton Road, St Ann's Road, Swanage Road, Branksome Road and Stornoway Road.
- D Southend Central Station – Hullbridge via Leigh (Elm Hotel), Woodcutters Arms, Eastwood, and Rayleigh.
- E Leigh Church – Thundersley (Woodman's Arms) via Hadleigh and Daws Heath.
- F Leigh Church – Raleigh via Hadleigh, and Thundersley (Woodman's Arms)
- G Leigh Church – Raleigh via Woodcutters Arms and Eastwood.
- H Southend Pier – Leigh (Pall Mall) via Western Esplanade, The Ridgeway, and Grand Dive- incorporated in Westcliff-on-Sea Motors Services service 19.

There was also a "Football Only" service from Leigh Church to the Kursaal via Western Esplanade which was not allocated a service letter.



1928 CONTINUED



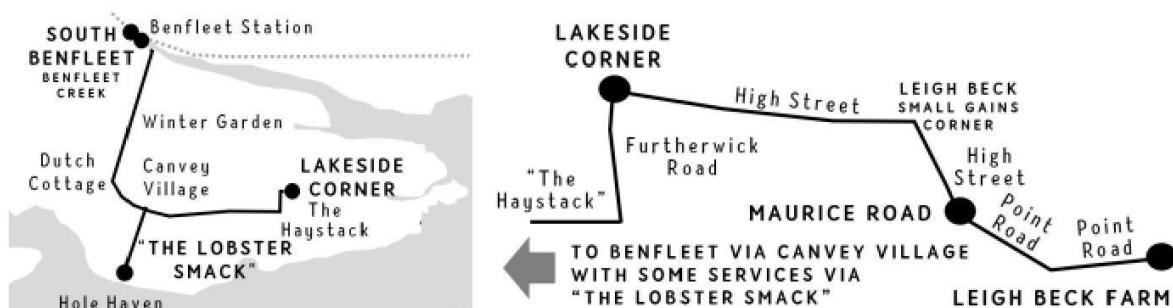
CANVEY - SERVICES TO THE “LOBSTER SMACK”

In 1928, some of the services from Leigh Beck to Benfleet ran via the “Lobster Smack” at Hole Haven.



CANVEY - SERVICES FROM LAKESIDE TO MAURICE ROAD AND LEIGH BECK

In 1928, the road from Small Gains Corner to Leigh Beck Farm was being reconstructed, so motor bus services were curtailed at Lakeside Corner. However, in June 1928, the Canvey Urban District Council approved a service from Lakeside Corner to Leigh Beck Farm and this was followed by approval for the Canvey Island Motor Drivers Association to operate a service from Lakeside Corner to Maurice Road at the junction with the High Street.



CANVEY - SERVICES FROM LAKESIDE TO MAURICE ROAD AND LEIGH BECK

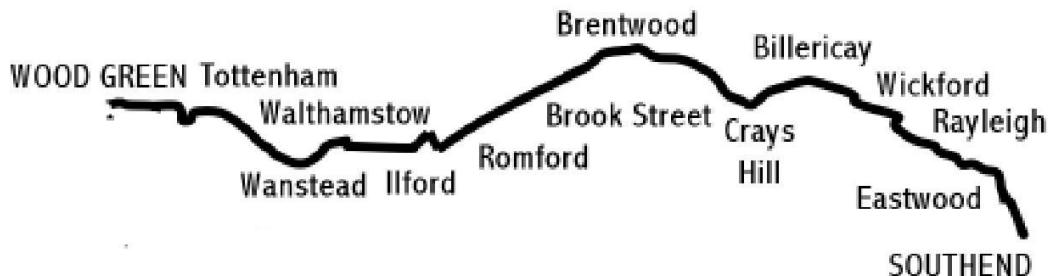
TRAMS TO PRITTLEWELL REPLACED BY TROLLEYBUSES

On December 18th, 1928, three Southend Corporation Transport Department trolleybuses replaces the tram service between Victoria Circus and Priory Park.

1929

CO-ORDINATION ON THE WOOD GREEN SERVICE

Having taken over New Empress Saloons in 1928, the City Motor Omnibus Company Ltd introduced a co-ordination agreement with Westcliff-on-Sea Motor Services for their services from Southend to Wood Green.

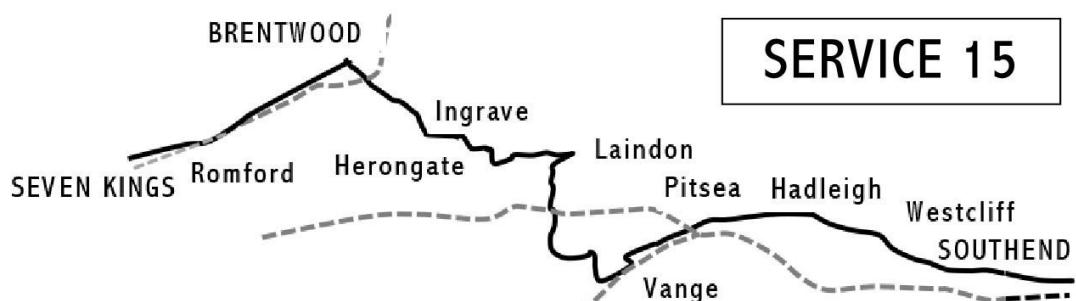


SERVICE SALOONS

This operator extended its service from Southend to Brentwood to Seven Kings, Ilford. However, Service Saloons were in financial difficulties and ceased operations in 1929. Westcliff-on-Sea Motor Services took over Service Saloons licences and route.



WESTCLIFF-on-SEA MOTOR SERVICES EXTEND SERVICE 15

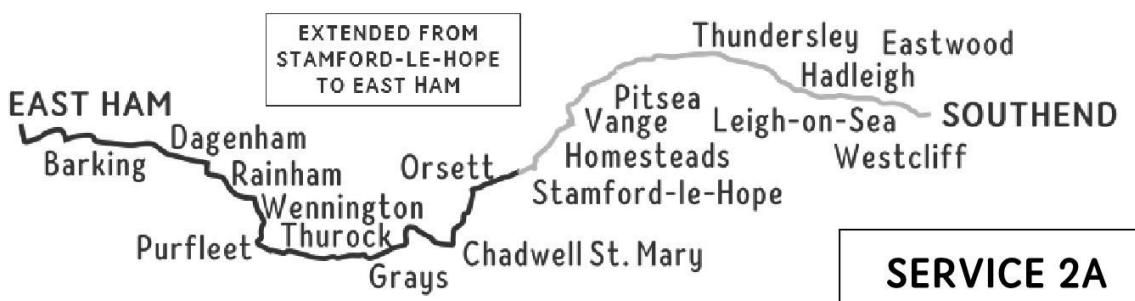


When the services of Service Saloons were taken over by Westcliff-on-Sea Motor Services, its service 15 was extended from Brentwood to Seven Kings via Romford.

WESTCLIFF-on-SEA MOTOR SERVICES – 1929

During 1929, the following alterations and additions were made by Westcliff-on-Sea Motor Services; -

- Service 2/2A was extended in March 1929 to Grays and in April, service 2A was extended to East Ham (High Street North) via Homestead, Averley, Wennington Village, Rainham and Barking.



- Service 3A was withdrawn except for one journey on route 3 that diverted via old route 3A.
- Service 15 was extended to Seven Kings in Ilford. *Please see diagram above.*

WESTCLIFF-on-SEA MOTOR SERVICES AS AT 1929

SERVICE	ROUTES AS AT DECEMBER 1929
1	SOUTHEND – RAYLEIGH VIA HADLEIGH AND THUNDERSLEY
2	SOUTHEND – GRAYS VIA LEIGH, HADLEIGH, GREAT TARPOTS, PITSEA, VANGE, STAMFORD-LE-HOPE
2A	SOUTHEND – EAST HAM VIA HOMESTEAD, AVERLEY, WENNINGTON VILLAGE, RAINHAM AND BARKING
3	SOUTHEND – SOUTH BENFLEET VIA LEIGH, HADLEIGH, GREAT TARPOTS
4	SOUTHEND- GREAT WAKERING VIA BOURNES GREEN, AND LITTLE WAKERING
4A	CIRCULAR SERVICE – SOUTHEND TO SOUTHEND VIA GREAT WAKERING AND SHOEBURY
6	SOUTHEND (ROYAL HOTEL) – PLOUGH HOTEL VIA WESTCLIFF STATION
6A	KURSAAL – CHALKWELL PARL (SUMMERS ONLY)
7	SOUTHEND – ASHINGDON VIA PRITTLEWELL AND ROCHFORD
8	SOUTHEND – HOCKLEY VIA PRITTLEWELL AND ROCHFORD
9	SOUTHEND – RAYLEIGH VIA PRITTLEWELL, ROCHFORD, AND HOCKLEY
10	SOUTHEND – PAGLESHAM VIA ROCHFORD AND STANBRIDGE
12	SOUTHEND – CANEWDON AND CREEKSEA VIA ROCHFORD AND STAMBRIDGE
13	CIRCULAR SERVICE – SOUTHEND (VICTORIA CIRCUS) VIA EASTWOOD
14	SOUTHEND – SUTTON CEMETERY
15	SOUTHEND – SEVEN KINGS (ILFORD) VIA PITSEA, LAINDON AND BILLERICAY, BRENTWOOD, AND ROMFORD
17	SOUTHEND (PIER HILL) – CHALKWELL PARK VIA WESTCLIFF
18	SOUTHEND – FOULNESS ISLAND VIA GREAT WAKERING
19	SEA FRONT SERVICE KURSAAL – CHALKWELL AVENUE

THE RAILWAYS INVOLVEMENT IN UK BUS OPERATIONS

Around the 1910's, when motor buses were becoming more reliable, some railway companies such as the Great Eastern, the Great Western and the London and North Western, operated bus services as a "feeder" to their railway services. The London and North Western Railway company ran bus services from 1905 to 1st January 1923, when it became part of the London Midland and Scottish Railway under the "grouping" enforced by the Railways Act 1921.

The predecessor to Eastern National, the National Omnibus & Transport Company, took over the services of the Great Eastern Railway in the Chelmsford area in 1913 and went on to acquire and develop services in Bedfordshire (1919), Gloucestershire (1919), Somerset (1920), Dorset (1921), and Devon and Cornwall (1927). The National continued to expand in Essex, Hertfordshire, and Bedfordshire.

The Railways Act 1921

This was an Act of Parliament intended to stem the losses being made by many of the country's 120 railway companies, move the railways away from internal competition and retain some of the benefits which the country had derived from a government-controlled railway system during and after the Great War of 1914–1918. The provisions of the Act took effect from the start of 1923.

The four groups listed in the act, later known as the "Big Four" companies:

- The Southern Group, - Southern Railway (SR)
- The Western Group, - Great Western Railway (GWR)
- The North Western, Midland, and West Scottish Group, - London, Midland and Scottish Railway (LMS)
- The North Eastern, Eastern, and East Scottish Group, - London and North Eastern Railway (LNER)

1929 CONTINUED

ROAD POWERS ACT 1928 AND THE EFFECT ON UK BUS OPERATIONS

The "Big Four" inherited and developed networks of feeder bus services and after 1928 began to acquire majority shareholdings in local bus companies, such as the Bristol Tramways and Carriage Company Crosville and United Automobile Services. However, railway involvement in bus operations was transformed in the period 1928–30 by the Road Powers Acts of 1928.

The companies' legal powers to run bus services were unclear and each promoted private legislation (the Road Powers Acts of 1928) to obtain clarity. Concessions were demanded in return, including the key one that the railways would refrain from taking a controlling interest in bus undertakings. This led the companies to enter partnerships with the bus combines: British Electric Traction, Scottish Motor Traction and Thomas Tilling, also the National Omnibus and Transport Company, soon afterwards absorbed by Tilling. The railways relinquished the majority stakes they had already acquired but also bought substantial minority shareholdings in other companies in the combine groups. Eventually there were investments in 33 bus and coach companies.

Where there was a local monopoly of rail services the agreements were bilateral but where interpenetrating lines were common, there were two railway companies with minority shareholdings, for example, Devon General and Thames Valley Traction (both GWR/SR), Crosville and Midland Red (both GWR/LMS), and Eastern Counties, Eastern National, East Midland Motor Services, Yorkshire, Lincolnshire Road Car, Trent Motor Traction, West Yorkshire Road Car, Yorkshire Traction and Yorkshire Woollen District Transport (all L.M.S./L.N.E.R.).

The L.M.S. and L.N.E.R. also sat with the local authority on Joint Omnibus Committees in Halifax and Sheffield.

EASTERN NATIONAL OMNIBUS COMPANY FORMED

The genesis of the Eastern National Omnibus Company was the Road Powers Act of 1928 which allowed railway companies to own and/or operate motor omnibus services either on their own behalf or in association or as a shareholding or agreement with a bus operator including private companies and local governments.

The Eastern National Omnibus Company commenced operating in 1929 as a joint venture between the London and North Eastern Railway, the London, Midland and Scottish Railway and the National Omnibus & Transport Company.

The National company had originated in 1909 as the National Steam Car Company, operating steam bus services in London. The London services ceased in 1919, when the company was renamed National Omnibus & Transport Company. The company expanded outside London, first in Essex (1913), where the company bought the bus operations of the Great Eastern Railway around Chelmsford, and later in Bedfordshire (1919), Gloucestershire (1919), Somerset (1920), Dorset (1921), and Devon and Cornwall (1927). The National continued to expand in Essex, Hertfordshire, and Bedfordshire. It was therefore an ideal "vehicle" for the railways to consider as a partnership towards omnibus shareholdings.

The National Omnibus & Transport Company also formed the Western National and Southern National Omnibus Company in association with the Southern Railway and the Great Western Railway. Eastern National was split into two areas – the Midland Section based on the Northamptonshire area and the Eastern Section, based on the Essex area.



1929 CONTINUED

RAYLEIGH MOTOR SERVICES LTD

This company was formed on the 26th August 1929 to continue the business of New Imperial Motors.

A new service commenced in 1929 from Colchester to Southend via Danbury or Latchingdon and Maldon. In response, the Eastern National Omnibus Company extended their service 19 from Maldon to Southend.

RAYLEIGH MOTOR SERVICES LTD



EASTERN NATIONAL OMNIBUS COMPANY SERVICES 19 AND 19A



SOUTHEND TROLLEYBUS EXTENSIONS

In 1926, a small extension was made to Southend's first trolleybus route from the "Blue Boar" in Victoria Avenue to Priory Park. Trolleybuses were introduced to the Pritlewell route in 1925 to increase the frequency of service as duplication of the tram tracks could not be financially justified. The tram service was withdrawn from Victoria Circus to Priory Park on December 18th, 1928.

A second extension was made on the 2nd of August 1929 across Victoria Circus to the High Street to the Kursaal via Wingate Road and the Seaway.

TROLLEYBUS EXTENSIONS

PRIORY PARK



PEARCES MOTOR SERVICES – NEW SERVICE TO WARLEY

A "Sundays Only" service was introduced by Pearce's Motor Services to operate to the Essex County Mental Hospital at Warley from South Benfleet via Billericay and Laindon and Vange.

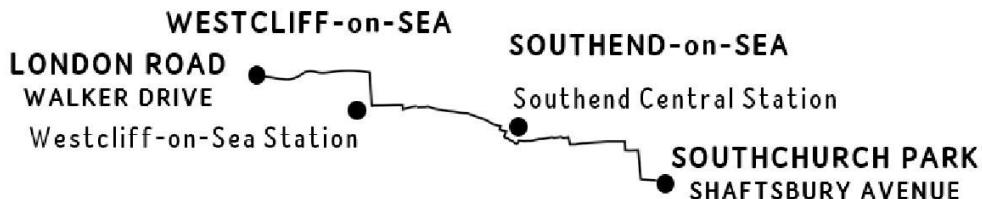


1929 CONTINUED

SOUTHEND DECIDES TO INTRODUCE MOTOR BUSES AGAIN

In November 1929, Southend Borough Council decided to re-introduce motor buses to provide services beyond the tram and trolleybus network and after some delay, in 1930 an order was finally placed for seven AEC Regals single deck buses with 30 seats, and were delivered in 1931,

The planned route was from Walker Drive (London Road, Westcliff to Southchurch Park (Shaftesbury Avenue) via Kings Road, Hamlet Court Road, Cliff Town Road, Tyler's Avenue and York Road. But by the time the buses were delivered, the 1930 Road Traffic Act had come into force and the local bus companies objected to the planned route, so approval to operate it by the Southend Corporation was refused.



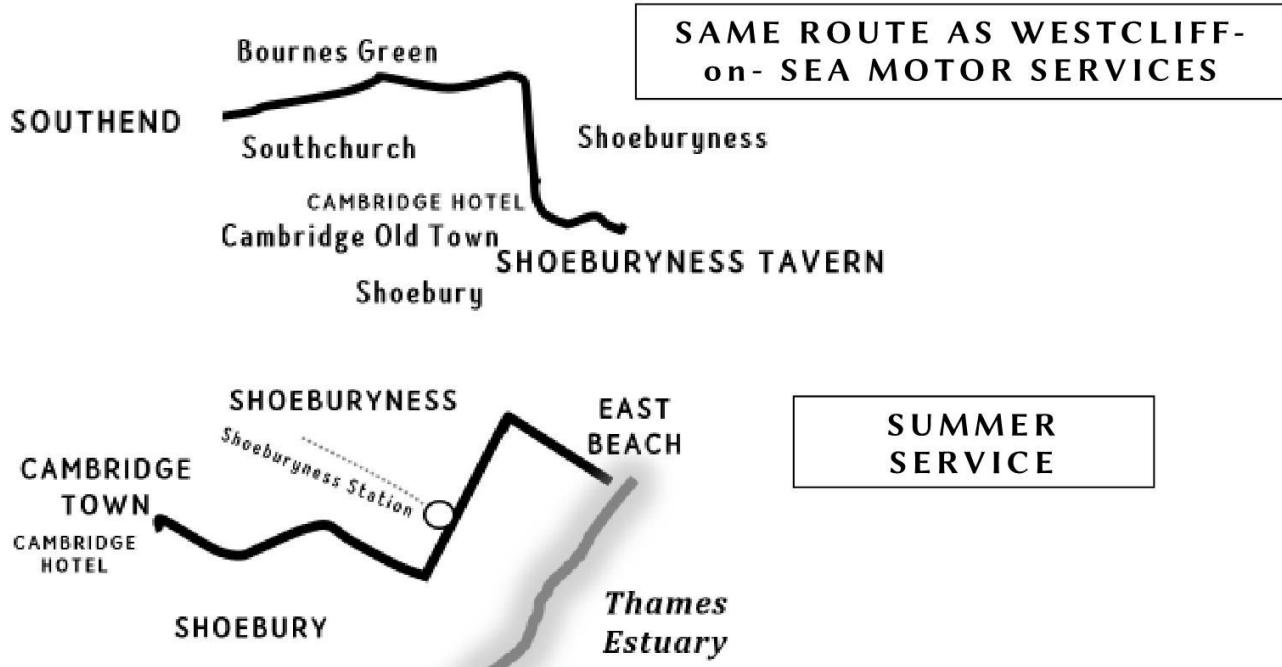
1930

CANVEY AUXILERY MOTORS

In March 1930, the Canvey Urban District Council encouraged the individual bus owners who operated under the name Canvey Island Motor Association to form a company, so Canvey Auxiliary Motors Ltd. was created on the 25th of July 1930.

SHOEBOURNESS MOTOR SERVICES LTD

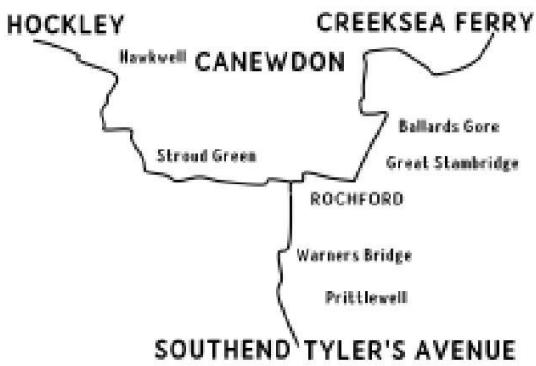
In 1930, this company won licences on appeal and with the backing of the local council, for a service duplicating service 5 of Westcliff-on-Sea Motor Services from Shoeburyness to Southend. A licence was also obtained for a summer service from Shoebury Town to East Beach.



1930 CONTINUED

ROCHFORD & DISTRICT MOTOR SERVICES LTD

This company commenced operations on the 3rd of April 1930, having obtained licences from the Southend Watch Committee to operate from Tyler's Avenue, Southend to Creeksea via Rochford and then an extension to Hockley was obtained. Its services were in direct competition with services 8 and 12 of Westcliff-on-Sea Motor Services.



BOROUGH TAKES OVER RAYLEIGH MOTOR SERVICES LTD

In June 1930, The Borough Services took over Rayleigh Motor Services Ltd. The Colchester-Southend service was operated as Borough Services, but the Rayleigh services were still to operate under the Rayleigh Motor Services Ltd name.

AN OFFER IS MADE TO THE COUNCIL

On hearing of the decision by the Southend Corporation to operated motor buses, the Westcliff-on-Sea Motor Services Ltd. offered to operate any proposed services on behalf of the council for 1 shilling a mile, but this offer was rejected by the Councils Transport Committee on the 25th of November 1930.

THE RAILWAY COMPANIES SECRETLY APPROACH THE COUNCIL

Having obtained certainty relating to their investments in omnibus companies and local governments transport departments through the Road Powers Acts of 1928, the LMS and LNER sought to purchase a holding in Westcliff-on-Sea Motor Services and at the same time, held secret discussions with the Southend Borough Council for a co-ordination agreement. This meeting was prompted by the Corporation seeking powers to operate motor services outside the Borough boundary.

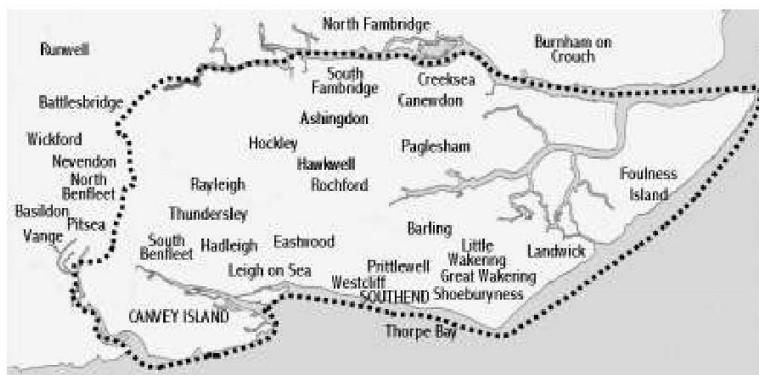
An example of the proposal being offered by the Railways can be gleaned from the establishment of the Halifax Joint Omnibus Committee in 1929.

Shortly after the powers were granted under the Road Powers Acts of 1928, the railway companies approached the Halifax Corporation about the possibility of joint working of motor bus services in the area and, after lengthy negotiations, an agreement for the joint working of certain services was reached. This resulted in the setting up of the Halifax Joint Omnibus Committee (JOC), consisting of four representatives from each party.

THE RESULTS OF THE DISCUSSIONS - A PLAN FOR CO-ORDINATION

Although the discussions between the Railway Companies and the Corporation made no process, and did not lead to an agreement, the discussions did convince the Corporation to plan for a co-ordination at a future date and the follow was put to the full council; -

- An area of co-ordination was proposed with a boundary south of the River Crouch, east of Hullbridge Rayleigh, Tarpots and South Benfleet and north of the River Thames.



1930 CONTINUED

ROUTE 1A SERVICE TO WICKFORD WITHDRAWN

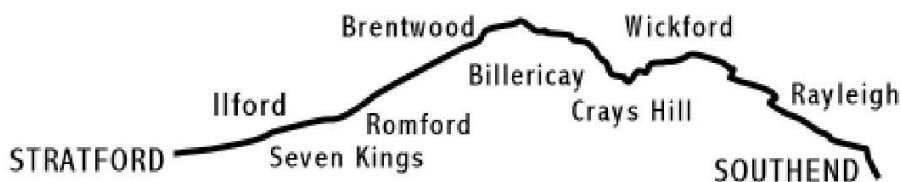
In March 1930, the 1927 Westcliff-on-Sea Motor Services route 1A extension of service 1 to Wickford was withdrawn.

CENTRAL MOTOR SERVICES, PITSEA MOTOR SERVICES AND VICTORY MOTOR SERVICES

Three unlicensed operators commenced services from the Borough Garage in 1930 with Central Motor Services covering route 3, Pitsea Motor Services operating to Vange as an extension of Central Motor Services route 3 and Victory Motor Services to Burnham-on-Crouch via Maldon.

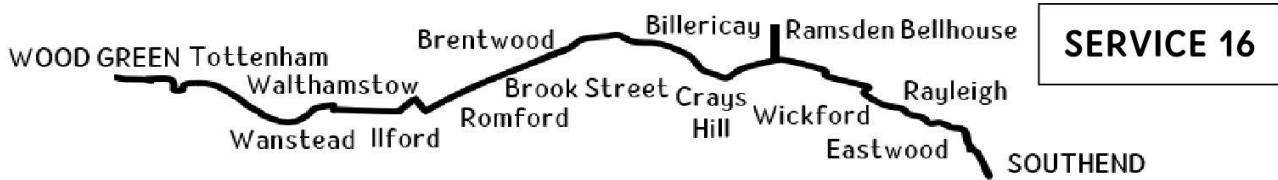
ROYAL RED PULLMAN SALOONS TAKES OVER SERVICE 15

In June 1930, the wholly owned subsidiary of Westcliff-on-Sea Motor Services, Royal Red Pullman Saloons became the operator of service 15 which was re-routed via Rayleigh and Wickford, between Southend and Stratford Broadway (London)



WESTCLIFF-on-Sea MOTOR SERVICES - SERVICES 15,16 AND 2A

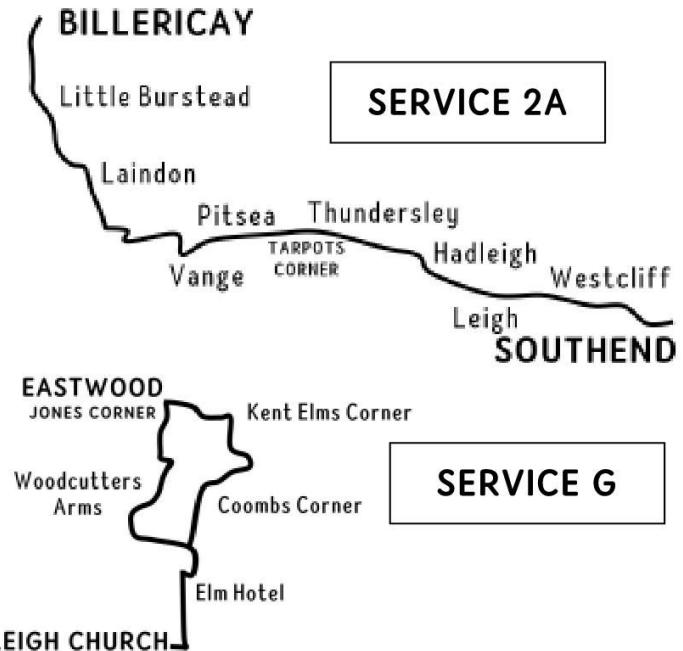
From November 1930, service 15 was withdrawn* and service 16 was extended to Wood Green with one service per hour via Ramsden Bellhouse. *Please see diagram on the next page* *Please see diagram on page 39.



As a replacement for service 15, an hourly service from Southend to Billericay via Pitsea and Laindon, was introduced and numbered 2A, which was the same number as the service from Southend to Stamford-le-Hope via Homestead introduced in 1926. (please see page 29)

RATIONALISATION OF "BLUE BUSES" LEIGH SERVICES

At the end of 1930, service D of Blue Buses was withdrawn, and service G was converted to a circular route from Leigh to Eastwood (Jones Corner) via Woodcutters Arms and Bellhouse Lane returning to Leigh via Kent Elm Corner and Coombes Corner.



1930 CONTINUED

THE LAST RUSH FOR LICENCES

With the introduction of the 1930 Road Traffic Act due to take place in 1931 where established operators would receive priority for licences. All applications to the Watch Committee were refused pending the induction of the Road Traffic Act.

MORE COMPETITION TO PITSEA

More un-licensed services joined Westcliff-on-Sea Motor Services, Borough Services and Pearse's Motor Services on the Southend to Pitsea route including Pitsea Motor Services, Southend and District Coaches, Southend Passenger and Parcel Service and Southend Express Services.

COMPETITIVE ENVIRONMENT AND UNIONS AFFECTS WESTCLIFF-on-SEA MOTOR SERVICES

The end of 1929 saw the directors of the Westcliff-on-Sea Motor Services at their annual general meeting, reflecting on a year of competition, and fare cuts. In 1930, competition was still evident, and 100% union membership of drivers and conductors had been achieved so preventing the reduction in wages or the extension of working hours to increase profitability.

EASTERN NATIONAL HAS ITS EYES ON WESTCLIFF-on-SEA MOTOR SERVICES

In 1930, Eastern National gained permission to inspect Westcliff-on-Sea Motor Services bus fleet and "books" and found that the vehicles had been over valued and the traffic receipts from fares was low. However, Eastern National were still interested in purchasing Westcliff-on-Sea Motor Services to divided

WESTCLIFF-on-SEA MOTOR SERVICES - 1930 SERVICES

1. Southend to Rayleigh via Leigh, Hadleigh and Thundersley.	12 Southend to Creeksea Ferry via Rochford, Stambridge and Canewdon.	
2. Southend to Stanford-le-Hope via Pitsea, Vange and Corringham.	14 Southend to Sutton Cemetery via Southchurch Road and Sutton Road.	
2A Southend to Stanford-le-Hope via Pitsea, Vange, Corringham and Homesteads.	15 Southend to Brentwood via Pitsea, Basildon and Laindon.	
3 Southend to Benfleet via Leigh, Hadleigh and Tarpots Corner.	17 Southend (Pier Hill) to Eastwood (Woodcutters Arms Hotel)	
4 Southend to Wakering via Southchurch and Bournes Green	18 Southend to Foulness Island (Church End) via Southchurch, Bournes and Landwick.	
4A Southend to Little Wakering via Sholderstick and Barling.	19 Leigh Church to Pier Head via Western Esplanade.	
5 Southend to Shoebury via Southchurch and Bournes Green.	B L U E B U S E S	
6 Southend (Pier Hill) to Westcliff (Plough Hotel) via Westcliff Station.	A Southend Central Station – Prittlewell Chase	
6A Grand Marine Tour.	B Southend Central Station – Hamstel Lane	
7 Southend to Ashingdon via Prittlewell and Rochford.	C Southend Central Station – Hamstel Lane via Milton Road, St Ann's Road,	
8 Southend to Hockley via Prittlewell and Rochford.	D Southend Central Station – Hullbridge	
10 Southend to Paglesham via Rochford and Stambridge.	E Leigh Church – Thundersley (Woodman's Arms)	
11 Southend to Fambridge via Rochford and Ashingdon	F Leigh Church – Raleigh via Hadleigh, and Thundersley (Woodman's Arms)	

G Leigh Church – Raleigh via Woodcutters Arms and Eastwood.
H Southend Pier – Leigh (Pall Mall) via Western Esplanade, The Ridgeway and Grand Drive- incorporated in Westcliff-on-Sea Motors Services service 19.

1930 CONTINUED

CANVEY ISSUES ADDITIONAL LICENSES

With the population of Canvey Island increasing rapidly in the late 1920's, the Canvey Urban District Council, (C.U.D.C), felt there were insufficient buses to cater for the increase in the population and therefore wished to increase the number of motor bus operators' licences, but did not wish to issue them on an individual basis because it was difficult to "police" the operators.

In March 1930, the C.U.D.C, therefore resolved to issue seven additional motor bus operators' licences in the name of "Canvey Auxiliary Motors", and invited, through newspaper advertisements, applications for the licences, but in the end, all the licences went to members of the Canvey Island Motor Drivers Association.



Special Illuminations

Other ATTRACTIONS include—

Ride on the
CATER-
PILLAR
and
TOBOGGAN

BROOKLANDS RACER
NO Belisha Beacons
NO Speed Limit

WHIRLWIND RACER
A Hurricane of SPEED

SEE
the daring
Riders on the
WALL
of
DEATH

PART TWO

1931 – 1955

This period covers the regulation of the omnibus industry by the Road Traffic Act 1930 to the 2nd of January 1955, when the 'Southend & District Joint Services" became effective.

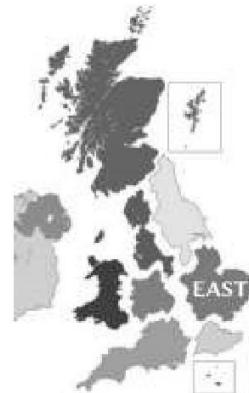
ROAD TRAFFIC ACT 1930

The result of the Royal Commission was the introduction of the Road Traffic Act 1930, which replaced the Local Governments role in regulating omnibus services with Traffic Commissioners (three traffic commissioners for each traffic area, with a Chairman of the Committee) regulated in 12 Traffic Areas in the UK. These Commissioners the routes and timetables of public transport operators in their area and had the power to force the coordination of services between operators. South East Essex came under the "East" Traffic Area. Licences would be issued to "established operators" as a priority above new operators unless the new operator would provide a service for the benefit of the public not currently provided.

1931

AREA ROAD TRAFFIC COMMISSIONERS TAKE OVER LICENSING

From 9th February 1931, as required by the Road Traffic Act 1930, all public service vehicle drivers, conductors, and the routes on which they worked, had to be licensed by the Area Road Traffic Commissioners.



OPERATORS SERVING SOUTH EAST ESSEX - 1931

When the Area Road Traffic Commissioners became responsible for licensing.

- Barling and Wakering Motor Services (Unlicensed)
- Blue Buses as a subsidiary of Westcliff-on-Sea Motor Services
- Borough Motor Services
- Canvey Auxiliary Motors
- Central Motor Services (Unlicensed)
- City Coach Company
- Eastern National Omnibus Company
- New Empress Saloons
- New Imperial Motors
- Pearce's Motor Services Ltd.
- Pitsea Motor Services (Unlicensed)
- Rayleigh Motor Services Ltd.
- Rochford and District Motor Services Ltd.
- Royal Red Saloons as a subsidiary of Westcliff-on-Sea Motor Services
- Shoeburyness Motor Services Ltd.
- Southend and District Coaches (Unlicensed)
- Southend Express Services (Unlicensed)
- Southend Passenger and Parcel Service (Unlicensed)
- Thundersley, Hadleigh and District Motors
- Victory Motor Services (Unlicensed)
- Westcliff-on-Sea Motor Services

1931 CONTINUED

TILLING TAKES OVER EASTERN NATIONAL

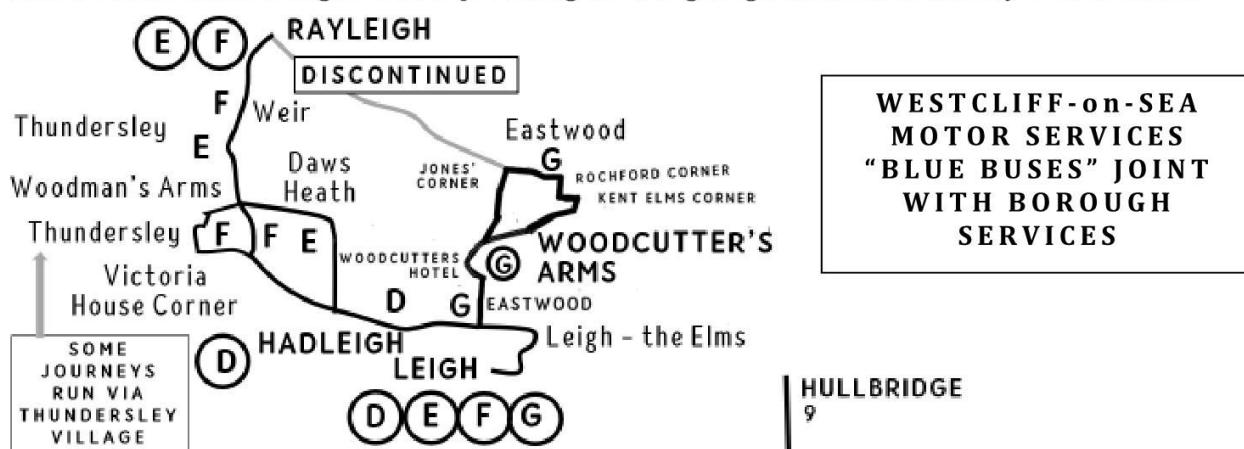
On the 7th of February 1931, Thomas Tilling Ltd. gained control of National Omnibus & Transport Company and therefore all its subsidiary companies, including the Eastern National Omnibus Company.

RESPONDING TO THE ROAD TRAFFIC ACT – VOLUNTARY CO-ORDINATION

Westcliff discontinued its service to Stratford and transferred buses to the Wood Green service.



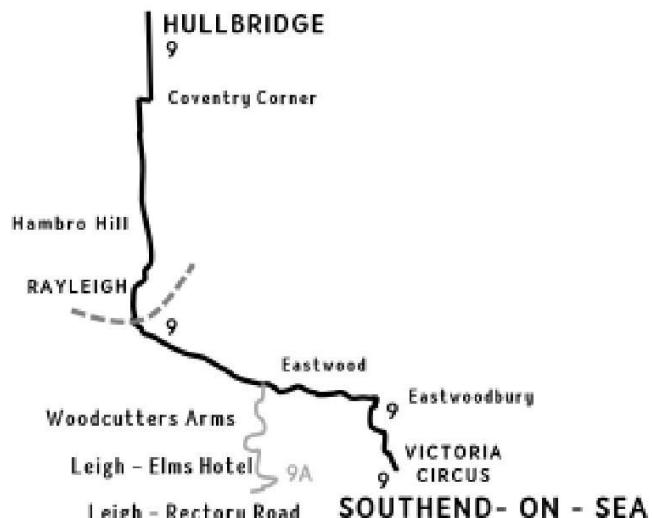
In March 1931, Westcliff co-ordinated its Blue Buses by agreement with Borough Services to discontinue the Eastwood -Rayleigh part of service G and to run a clockwise circular route via Jones Corner and Rochford Corner with Borough Services providing one bus giving a combined headway of 15 minutes.



NEW JOINT SERVICE TO HULLBRIDGE

In April 1931, Westcliff reached agreement with Rayleigh Motor Services established a new joint service, numbered 9, from Southend to Hullbridge via Pritlewell, Eastwoodbury and Rayleigh. The route via Leigh Elms was discontinued.

WESTCLIFF-on-SEA MOTOR SERVICES JOINT WITH RAYLEIGH MOTOR SERVICES SERVICE 9A DISCONTINUED.



WESTCLIFF TAKES OVER BARLING AND WAKERING MOTOR SERVICES

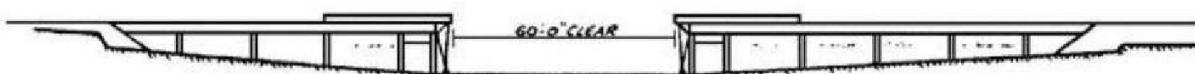
Also, in April 1931, the unlicensed service of the Barling and Wakering Motor Service were taken over by Westcliff-on-Sea Motor Services which operated to Barling and Little Wakering Council Houses as service 4A.



1931 CONTINUED

CANVEY ISLAND IS LINKED TO THE “MAINLAND”

An opening bridge across Benfleet Creek opened on the 21st of May 1931 allowing the direct and uninterrupted bus service from Canvey to Benfleet Station (southside) except when the bridge was open to vessels on the creek. The bridge was first considered in 1929, and at one stage, the Barking Town Urban District Council Light Railways bascule bridge across Barking Creek was considered when the councils tramway system closed in 1929. As constructed, the bridge may have been unique in the UK as it had two sliding “leaves” like an expandable dining room table that lifted then slid back across the roadway. The bridge was named the “Colvin Bridge”, after the Lord Lieutenant of Essex who officially opened the bridge. The Colvin bridge was demolished in 1973 and replaced with a new “non-opening” bridge.



TWO “OPERATORS” ON CANVEY ISLAND APPLY TO THE COMMISSIONER

When the 1930 Road Traffic Act became law on the 1st of April 1931, there were two bus operators - Canvey Auxiliary Motors and Williams Bus Service - who held road service licences from the local authority and required the newly formed Eastern Area Traffic Commissioner to issue licences under the new legislation.

The 15 bus operators-owners who formed the Canvey Auxiliary Motors, applied for a Road Service Licence from the Area Traffic Commissioner in July 1931, and a licence was issued to the Canvey Auxiliary Motors for a defined period as the operators were definitely “on probation” as far as the Commissioner was concerned. The licence was conditional on the Canvey Auxiliary Motors co-ordinating their services with those of David Williams (Williams Bus Service) who received a licence to operate one bus in conjunction with Canvey Auxiliary Motors.

CANVEY AND DISTRICT MOTOR TRANSPORT SERVICES FORMED

The partners of the “Canvey Auxiliary Motors”, decided their business would be best served if it became a limited company, so on the 29th of October 1931, Canvey and District Motor Transport Services Ltd. was formed to take over Canvey Auxiliary Motors.

WESTCLIFF-on-SEA SERVICE CHANGES IN 1931

Service 11 of Westcliff-on-Sea Motor Services to South Fambridge on Saturdays was withdrawn leaving Rochford and District Motors Services to serve that location.

Renumbering of some Westcliff-on-Sea Motor Services occurred in 1931, including -

- East Ham service numbered 2B
- Service 4A renumbered 4B

Service 7 of Westcliff-on-Sea Motor Services was extended from Ashingdon to Hockley and Rayleigh.



1931 CONTINUED

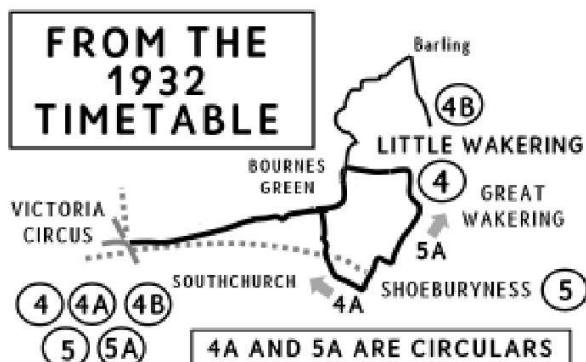
MOVES TO PURCHASING, CONSOLIDATION AND CO-ORDINATION

On the 7th of July 1931, the Eastern National Management Committee was advised Westcliff-on-Sea Motor Services were seeking to disposed of the business but there was a significant difference in the share price required and the share value assessed by Eastern National. However, Southend Corporation had been interested in acquiring bus services in the borough to supplement their tram and trolleybus services and could only achieve this by purchasing bus licences and they had found it near impossible to obtain licences from the Traffic Commissioners. The Corporation therefore sought to purchase Westcliff-on-Sea Motor Services "in town" services in conjunction with Eastern National. Another impediment to a purchase were the Westcliff-on-Sea Motor Services that ran into the "London Area" of the London General Omnibus Company (L.G.O.C.) as the National Omnibus and Transport Company had non-competitive agreements with L.G.O.C. and the National Omnibus and Transport Company was the parent company of Eastern National.

1932

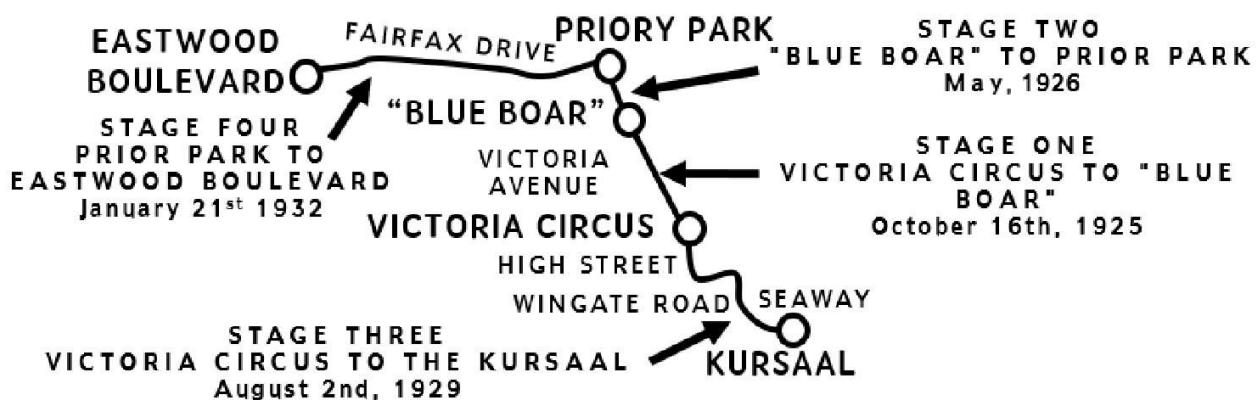
SHOEBURYNESS CIRCULARS

Service number 4A was also allocated to the Westcliff-on-Sea Motor Services Shoeburyness Circular extending clockwise from Victoria Circus. The Great Wakering of the previous service anticlockwise service was number 5A and was an extension to service 5. In the 1932 Westcliff-on-Sea Motor Services 1932 timetable, route 4A to Wakering was re-allocated to 4B.



FURTHER EXTENSIONS TO THE SOUTHEND TROLLEYBUS SYSTEM

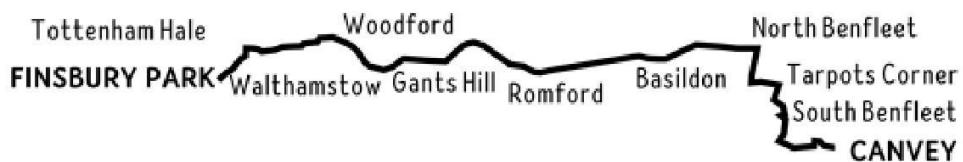
From January 21st, 1932 the Prittlewell trolleys were extended along Fairfax Drive from Priory Park to Eastwood Boulevard.



SUMMER SERVICES ON CANVEY ISLAND

In 1932, the Canvey and District Motor Transport Services Ltd received approval from the Area Road Traffic Commissioner for the following summer services; -

- Canvey Village to Hole Haven (Lobster Smack)
- Canvey (Leigh Beck) to London (Finsbury Park) via the Southend Arterial Road. *Sundays and Bank Holidays- single service at 8.30 pm from Canvey - bus returned empty - please see diagram next page.*



BENFLEET AND DISTRICT MOTOR SERVICES TAKES OVER PEARCE'S

On the 29th of October 1932, a father and his sons, who were ex directors of Westcliff-on-Sea Motor Services, formed the Benfleet and District Motor Services Ltd. to take over the firm of Pearce's Motor Services Ltd and its licences. The services ran were reduced to just two, the route 3 service from South Benfleet to Southend – co-ordinated with Westcliff-on-Sea Motor Services Ltd - and from South Benfleet to Wickford via North Benfleet, which was reduced to a "Mondays Only" service.

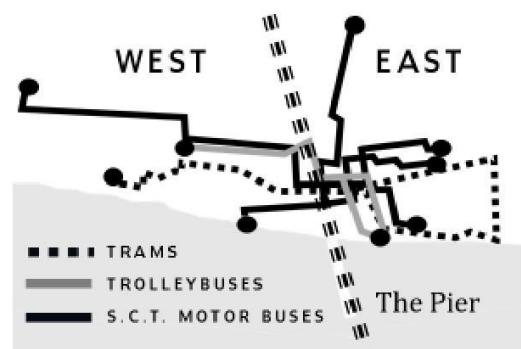
All buses owned by Benfleet and District were of a "High Bridge" design.

AN AGREEMENT OF CO-ORDINATION

The main purpose of the Traffic Commissioners is to co-ordinate bus services for the benefit of the travelling public and to reduce duplication of unnecessary bus services to improve overall efficiency. When the Southend Corporation kept receiving refusals from established bus operators in the borough for their application for new licenses, the Chairman of the Traffic Commissioners suggested the Corporation, Westcliff-on-Sea Motor Services Ltd. and Borough Services enter into an agreement of co-ordination. This duly occurred on the 22nd of December 1932, but not as a true "co-ordination" agreement, rather a "Geographical Agreement", splitting the Borough in two between "East" and "West".

The Co-ordination Agreement established two geographical "Spheres of Influence" – the Corporation would take over and develop motor bus services in the east of the Borough together with their trolleybus and trams routes, and the "Companies" would operate and develop motor bus services in the west of the Borough excluding the Corporation tram and trolleybus services.

Meanwhile the Council had reluctantly to accept that further bus routes could only be introduced with the consent of the private operators and as a result a territorial agreement was negotiated with the three principal companies: the east of the town becoming the Corporation zone and the west the companies. Southend purchased several company services - Westcliff Motor Services 14 to Sutton; Edwards Hall Motors A to Prittlewell Chase and B & C to Southchurch (these three being transferred to Westcliff first); and the Borough Services Eastwood route - with effect from January 1st, 1933. The recently introduced Fairfax Drive and North Avenue trolleybus routes and other company routes effectively covered all but the 14, which was replaced by a new Corporation bus route from Central (LMS) Station to Sutton Cemetery via Sutton Road from January 1st, 1933. As part of the agreement, 12 company buses were purchased by the Corporation but were then immediately re-sold back to the companies.



**THE PROPOSED
"GEOGRAPHIC"
CO-ORDINATION AGREEMENT**

1932 CONTINUED

EDWARD HALL MOTORS SERVICES TRANSFERRED IN PREPARATION TO THE AGREEMENT

"Blue Buses" services A, B and C, which were operated by Edward Hall Motors as a subsidiary of Westcliff-on-Sea Motor Services Ltd. were transferred to "Westcliff" on the 30th of September 1932 in preparation for the "Agreement" as Edward Hall Motors was not a party to the Agreement.

SOUTHEND TROLLEYBUS POWERS CURTAILED BY AGREEMENT

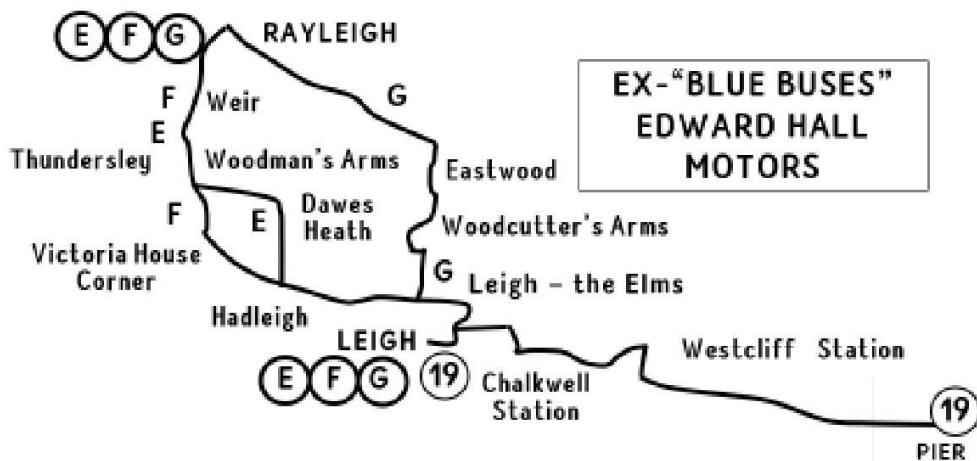
Part of the Co-ordination Agreement was the prohibition on the Southend Corporation to exercise its existing powers to operate trolleybuses along London Road from Southend to Leigh and to Leigh via Hadleigh Road and Rectory Road.

EDWARD HALL MOTORS ("BLUE BUSES") IS WOUND UP

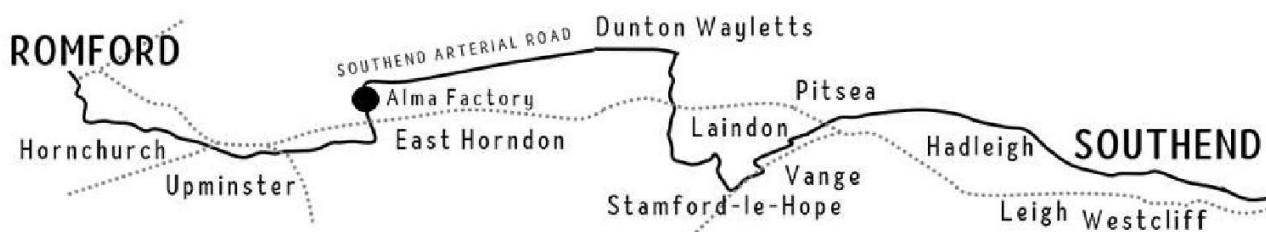
When Westcliff-on-Sea Motor Services Ltd absorbed Edwards Hall Motors as a subsidiary on the 25th of March 1927, directors of Edwards Hall Motors joined the Westcliff-on-Sea Motor Services Ltd board, but after some disagreements, the ex-Edwards Hall Motors directors resigned and subsequently bought Pearce's Motor Services Ltd and formed Benfleet and District Motor Services Ltd.

After the transfer of the "Blue Buses:" services to the Southend Corporation left only services E. F. G and 19 (ex H) and as these were licensed to Westcliff-on-Sea Motor Services Ltd on the 17th of October 1932, it was decided to wind up Edwards Hall Motors.

- E Leigh Church – Thundersley (Woodman's Arms) via Hadleigh and Daws Heath.
- F Leigh Church – Raleigh via Hadleigh, and Thundersley (Woodman's Arms)
- G Leigh Church – Raleigh via Woodcutters Arms and Eastwood.
- H Southend Pier – Leigh (Pall Mall) via Western Esplanade, The Ridgeway and Grand Dive- incorporated in Westcliff-on-Sea Motors Services service 19.



WESTCLIFF'S SERVICE 2A RE-ROUTED VIA THE ALMA FACTORY



1932 CONTINUED

In June 1932, service 2A of Westcliff-on-Sea Motors Services was re-routed from terminating at Billericay, to terminating at Romford via the Alma Factory, Corbets Tey, Upminster and Hornchurch. *Please see page 24 for original route.*

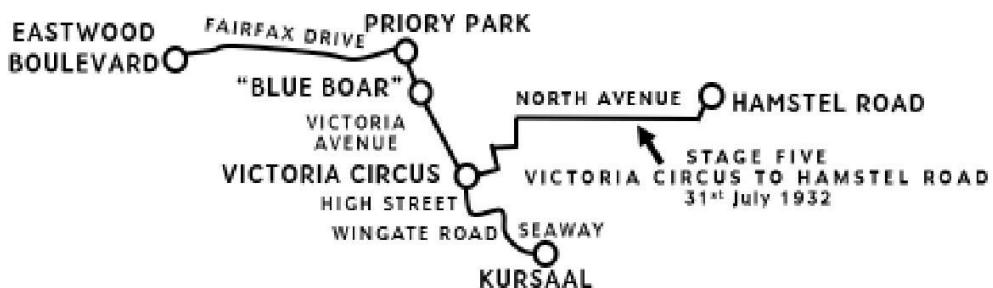
The Alma factory, located in Warley Road, West Horndon, was a munitions factory up to the 1930's and then became a shirt factory for the Co-operative Wholesale Society. Additional light industry followed in the West Hordon and in 1938, Rotary Hoes was established as a major employer in the area. At one time, it was hoped the District Line would be extended from Upminster to Laindon and therefore served East Horndon.

SERVICE 2A AND ITS ROLE IN SERVING INDUSTRY

From June 1932, service 2A provided useful connections to East Horndon industries over the years and, from the late 1940's, what was to become Basildon New Town. Some of the enterprises served by service 2A included Brown and Tawes Ltd, Knete Casing Company, Rotary Hoes Ltd and the Co-operative Wholesale Society. All 2A services to these enterprises were shown in the normal timetable but indicated that the "works services" did not run when the factories of these firms were not operating.

MORE EXTENSIONS TO THE TROLLEYBUS SERVICES

From July 31st, 1932 a service was inaugurated from Victoria Circus via Bradley Street, Guildford Road, Sutton Road and North Avenue to Hamstel Road (terminating on a circle at the junction with Crossfield Road)



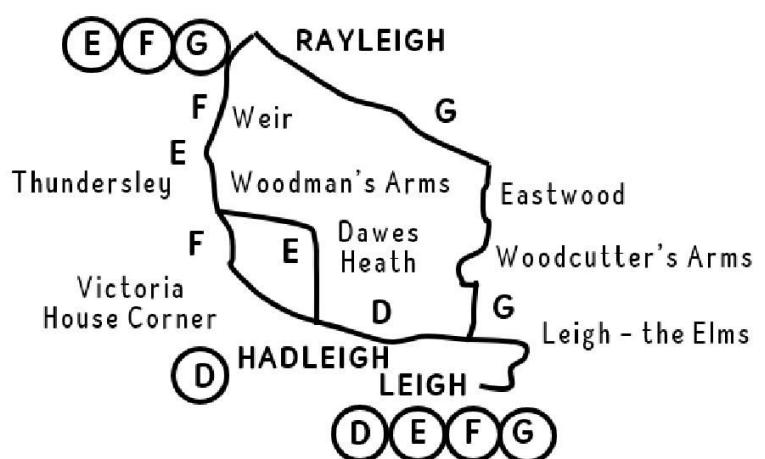
TRAM REPLACEMENT ONLY OCCURRED IN THE SECTION BETWEEN VICTORIA CIRCUS AND THE "BLUE BOAR" - ALL OTHER ROUTES WERE NEW SERVICES

TROLLEYBUS SERVICES TO THE KURSAAL

With the trolleybus extension, services operated to the Kursaal from Hamstel Road and Prior Park and from Victoria Circus to Eastwood Boulevard and Hamstel Road.

THUNDERSLEY AND HADLEIGH MOTOR SERVICES LTD.

Towards the end of 1932, the Westcliff-on-Sea Motor Services Ltd. obtained control of this company that ran services on one route between Leigh Church and Hadleigh Church. This route was also served by Westcliff-on-Sea Motor Services Ltd. Service E and F and the Thundersley and Hadleigh Motor Services route was identified as service D. In June 1933, Thundersley and Hadleigh Motor Services Ltd. became a subsidiary of Westcliff-on-Sea Motor Services Ltd.

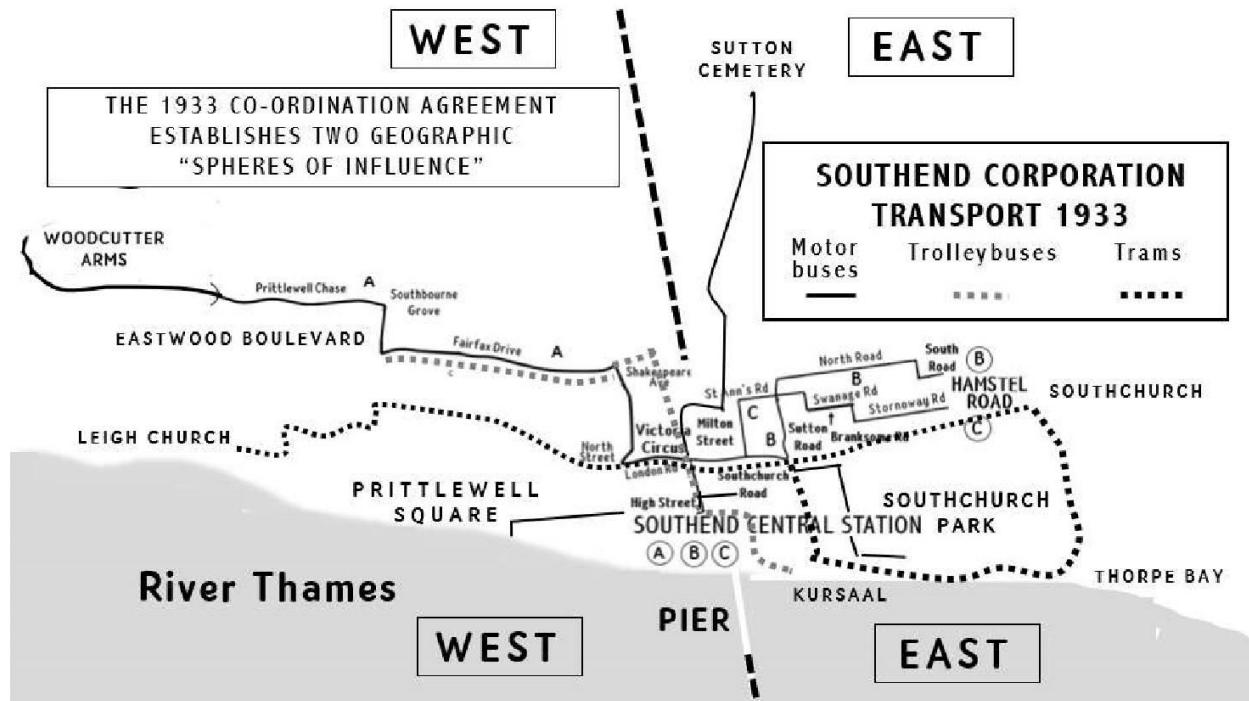


1933

SOUTHEND SPLIT AREA AGREEMENT COMES INTO FORCE

On the 1st of January 1933, the Agreement between Southend Corporation, Westcliff-on-Sea Motor Services Ltd and Borough Services became active and as a result; -

- All tram and trolleybus services remain with the Southend Corporation.
- Westcliff-on-Sea Motor Services Ltd. service 14 Southend to Sutton (excluding the extension to Shopland that was abandoned) was transferred to Southend Corporation.
- "Blue Buses" services A, B and C, as a subsidiary of the Westcliff-on-Sea Motor Services Ltd, were transferred to Southend Corporation.
- Part of the Borough Services Eastwood Circular was transferred to the Southend Corporation.



As part of the Agreement, Southend Corporation paid Westcliff-on-Sea Motor Services Ltd £2,000, Edward Hall Motors ("Blue Buses") £6,000, and to Borough Motor Services £3,500. As part of the Agreement, Southend Corporation received nine buses from Westcliff-on-Sea Motor Services Ltd/Edward Hall Motors. and three from Borough Motor Services but none of these were required so they were "sold back" to Westcliff-on-Sea Motor Services Ltd for £750 and to Borough for £250.

CANVEY BUS SERVICES

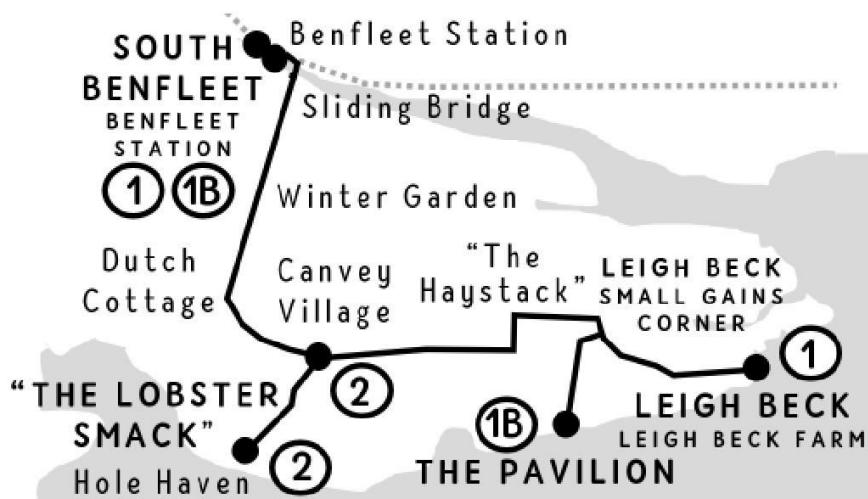
The Canvey and District Motor Transport Services Ltd operations for 1933 were -

SERVICE 1 - Leigh Beck Farm to Benfleet (Benfleet Station) via "The Haystack" and Canvey Village.

SERVICE 1B - Canvey (Pavilion) to Benfleet (Benfleet Station) via Maurice Road.

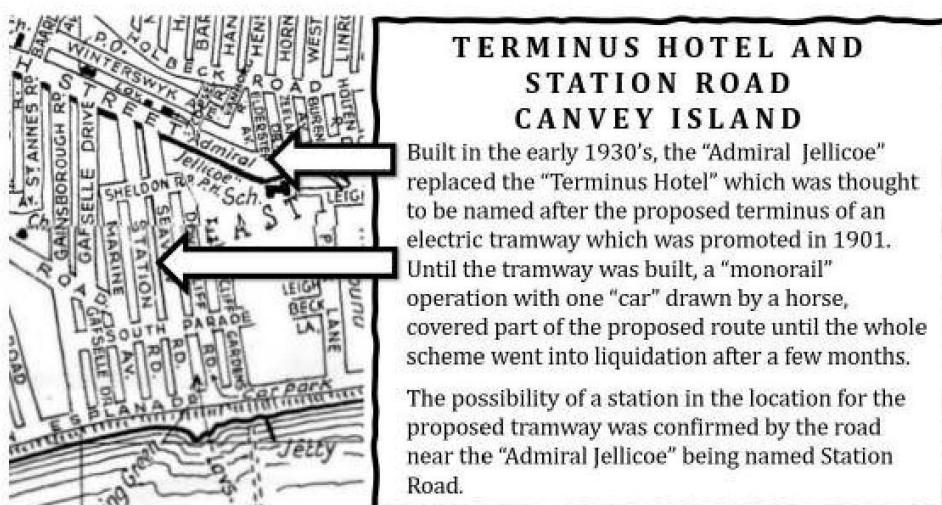
SERVICE 2 - Canvey Village to Hole Haven ("Lobster Smack").

Please see the diagram on the next page.



CANVEY ISLAND - TERMINI

During 1933, buses terminated at various locations due to road works in Point Road, Leigh Beck. Lakeside Corner was used, as was "The Admiral Jericho", as termini for buses from Benfleet. Later the junction of High Street with Seaview Road became a terminus. The "Pavilion", Maurice Road was used as the terminus for service 1B.



1933 CONTINUED

CANVEY - THE BRIDGE FAMILY EXPANSION PLANS

In 1923, a property developer in Eastwood, Henry Richie (Scoppie) Bridge, decided to operate a bus route to service his new residential development because the local operator, the Westcliff-on-Sea Motor Services – would not provide a bus service to the estate.

Operating as Edwards Hall Motors, named after the development at Eastwood, his operations were marketed as "Blue Buses" and expanded to other parts of the Southend County Borough, to such an extent that the Westcliff-on-Sea Motor Services bought out the operation in 1927. Members of the Bridge family joined the Westcliff-on-Sea Motors Services board, but several disagreements led to the Bridges resigning in 1932, and subsequently, H.R. Bridge negotiated the purchase of the Pearse's Motor Services with its routes from South Benfleet to Southend, in conjunction with a licence held by the Westcliff-on-Sea Motors Services, and a service from South Benfleet to Wickford. On the 29th of October 1932, H. R. Bridge purchased the business of Pearse's Motor Services and formed the Benfleet and District Motor Services Ltd. to operate the road service licence. The service from Benfleet to Wickford subsequently became a "Mondays only market day" service.

It was natural for H.R. Bridge to expand his business from Benfleet onto Canvey Island, and he approached David Williams to negotiate the purchase of the Williams Bus Service subject to the agreement of the Area Road Traffic Commissioner. However, the Commissioner did not approve the transfer as H.R. Bridge was not a "Canvey Man".

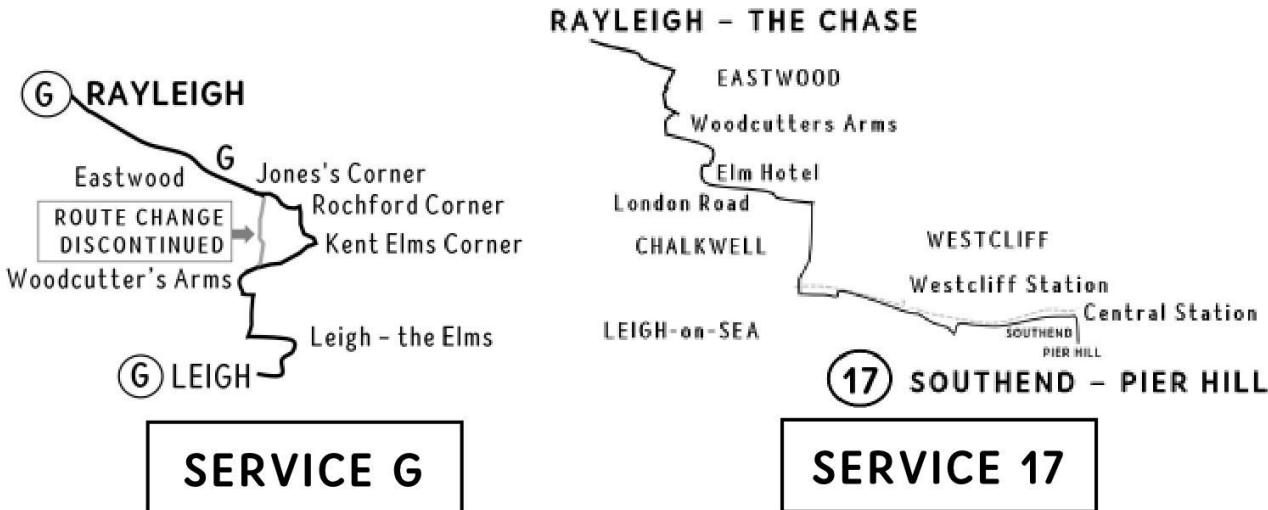
Undeterred, H.R. Bridge decided to approach each of the shareholders of the Canvey and District Motor Transport Services Ltd individually, to gain control of the company.

ROCHFORD AND DISTRICT MOTOR SERVICES LTD IS TAKEN OVER

In January 1933, Westcliff-on-Sea Motor Services Ltd took over and absorbed Rochford and District Motor Services Ltd.

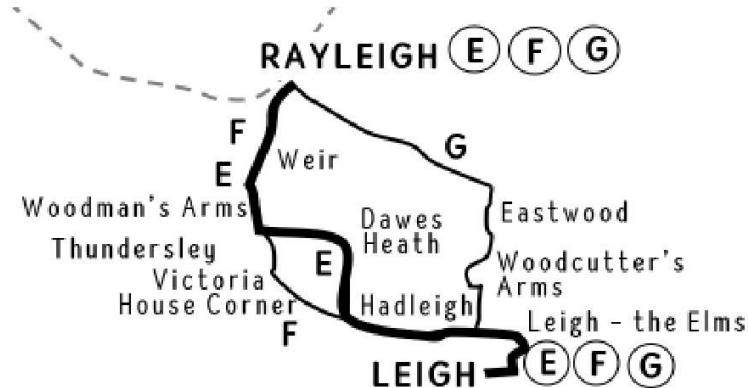
EASTWOOD ROUTE CHANGES

In February 1933, the Traffic Commissioners approved a change in Westcliff-on-Sea Motors Services route for service G and the similar Borough Services route 72, now numbered 17, to operate via Rochford Corner and Kent Elms Corner.



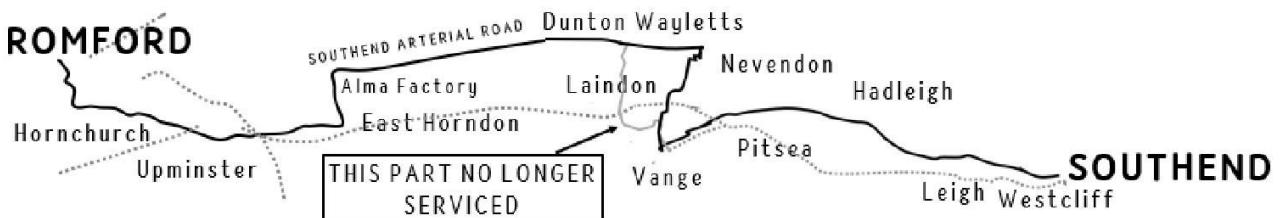
This route change left Bellhouse Lane un-served so Westcliff-on-Sea Motor Services extended service 17 to Rayleigh – The Chase via Bellhouse Lane.

At the same time, service E from Leigh to Woodman's Arms via Dawes Heath was extended to Rayleigh.
Please see the diagrams on the next pages.



CHANGES TO WESTCLIFF SERVICE 2A

Following the objections of the Billericay Rural District Council regarding the use of double-deckers, Westcliff-on-Sea Motor Services bus service 2A was re-routed in October 1933 to run via New Cricketers Inn at Nevendon on the Southend Arterial Road (A127) instead of Pips Hill at Laindon.

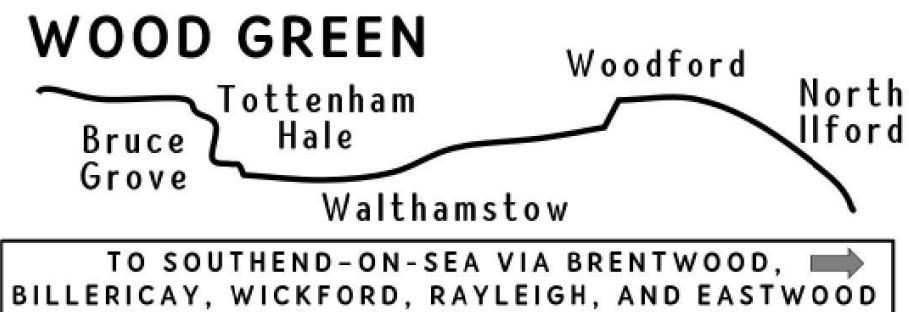


THOMAS TILLING ACQUIRES THE NATIONAL OMNIBUS & TRANSPORT COMPANY

In February 1933, Thomas Tilling acquired the shareholding of the National Omnibus & Transport Company Ltd. which held 50% of the shareholding of Eastern National Omnibus Company, the L.N.E.R. and the L.M.S. railway companies holding the remaining 50%.

CHANGES TO SERVICE 16 IN NORTH EAST LONDON

Westcliff-on-Sea Motor Services bus service 16 was re-routed in October 1933 to run from Wood Green to Walthamstow (Forest Road) via Lordship Lane, Bruce Grove, Tottenham High Road, Broad Lane, and Ferry Lane.



MERGER TALKS BETWEEN EASTERN NATIONAL OMNIBUS COMPANY AND THE WESTCLIFF-on-SEA MOTOR SERVICES STALL

By late 1933, the negotiations, which commenced in 1932, between the Eastern National Omnibus Company and the Westcliff-on-Sea Motor Services failed to achieve any outcomes, despite the Eastern National Omnibus Company holding 5% of the Westcliff-on-Sea Motor Services shareholding.

1933 CONTINUED

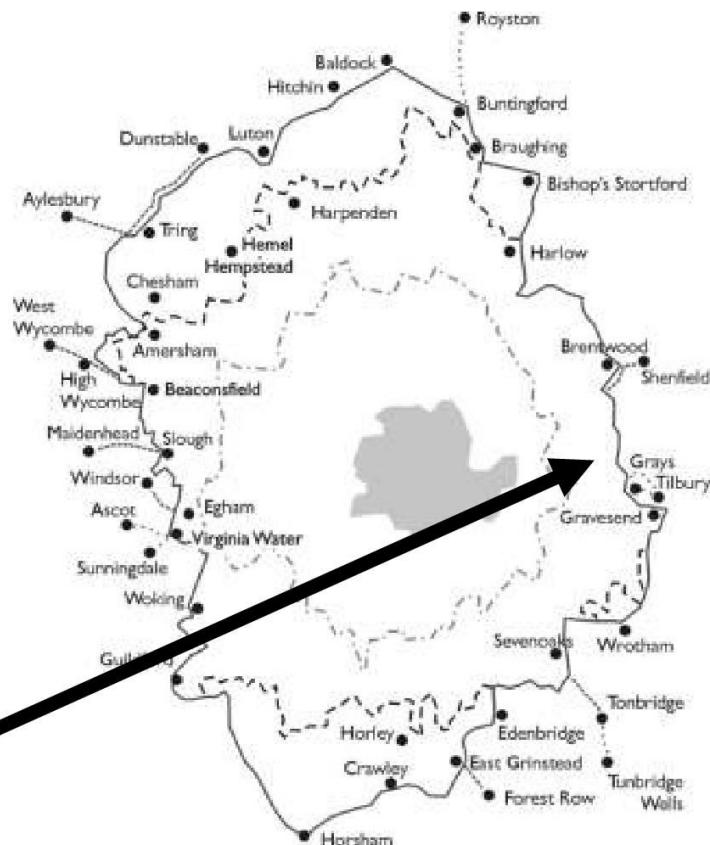
SHOEBOURNESSE MOTOR SERVICES ACQUIRED BY WESTCLIFF-on-SEA MOTOR SERVICES

At its 1933 Annual General Meeting, shareholders of the Westcliff-on-Sea Motor Services were advised the Shoeburyness Motor Services had been acquired and would take over management in early 1934.

THE LONDON PASSENGER TRANSPORT BOARD – L.P.T.B.

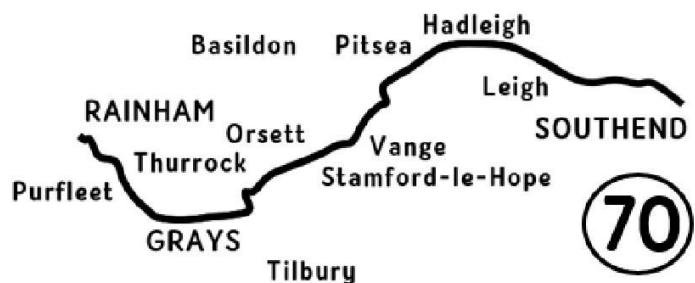
The LPTB came into existence on the 1st of July 1933 and created a monopoly of transport services in London. In the "London Transport Special Area", services operated by the LPTB, did not need road service licences, and no person or undertaking could provide a public road service without written permission from the LPTB.

In the map, the London Passenger Transport Area is outlined in black with the LPTB "special area" shown as a broken line. The LPTB could operate bus services outside the Special Area at several locations including Grays and Tilbury.



BOROUGH SERVICES SELLS TO EASTERN NATIONAL OMNIBUS COMPANY

In May 1933, Eastern National Omnibus Company obtained control of Borough Services Ltd. The Borough Services route from Southend to Grays was numbered "70" by Eastern National.



1933 CONTINUED

SHOEBOURY URBAN DISTRICT COUNCIL BECOMES PART OF THE COUNTY BOROUGH OF SOUTHEND-on-SEA

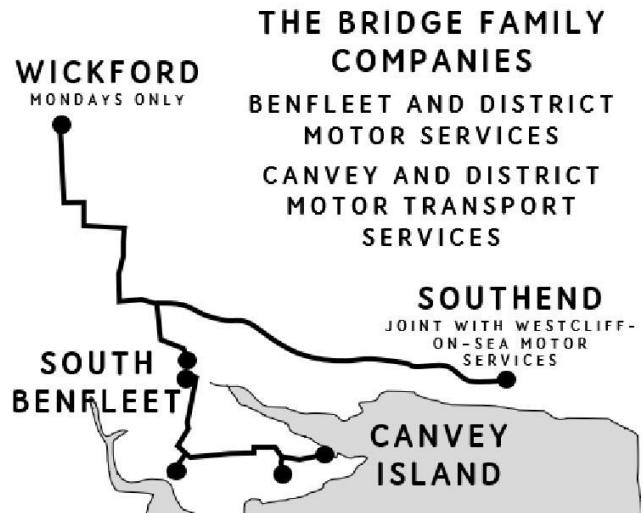
In 1933, Shoebury Urban District Council became part of Southend Borough, and there were proposals to extend the trolleybus network along the seafront from the Kursaal to Thorpe Bay and on to Shoeburyness.

1934

CANVEY AND DISTRICT MOTOR TRANSPORT SERVICES LTD. TAKEN OVER

At the 1934 Annual General Meeting of the Canvey and District Motor Transport Services Ltd, H.R. Bridge announced he had secured controlling shares in the company and therefore became the Secretary and General Manager and his son, H. A. Bridge, also joined the board.

H.R. Bridge was also the Secretary and General Manager of the Benfleet and District Motors Services Ltd.



SUMMER EXTENSION TO THE SUTTON SERVICE

The Corporations Sutton route was extended through Southend to a summer terminus at the Pier (Sunken Gardens, now the site of Peter Pans Playground) from May 18th, 1934; in winter, buses terminated at the top of Pier Hill.



TROLLEYBUS EXTENSION TO THE FOOT OF PIER HILL

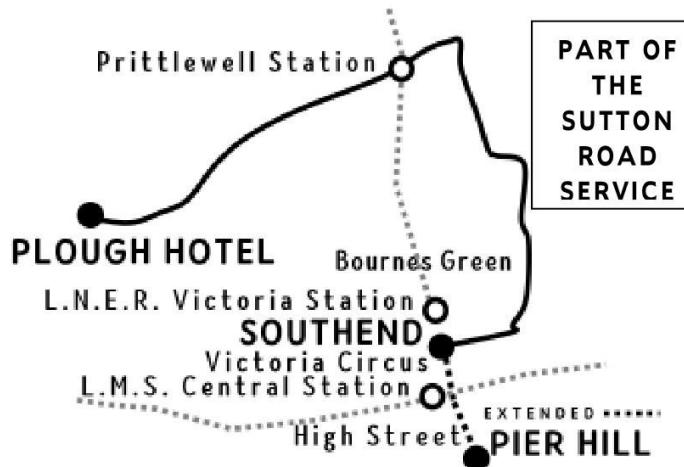
In the summer of 1934, a short branch was opened along Marine Parade to the foot of Pier Hill, being served either by the Prittlewell or Hamstel Road routes.



1934 CONTINUED

NEW SERVICE INTRODUCED BY SOUTHEND CORPORATION

A third route was added by Southend Corporation from December 1st, 1934 from Victoria Circus to the "Plough Hotel" at Westcliff, via the Sutton route and East and West Streets. It was later extended to the LMS station, and Pier Hill in summer.



CHANGES WITH SERVICES ON CANVEY ISLAND

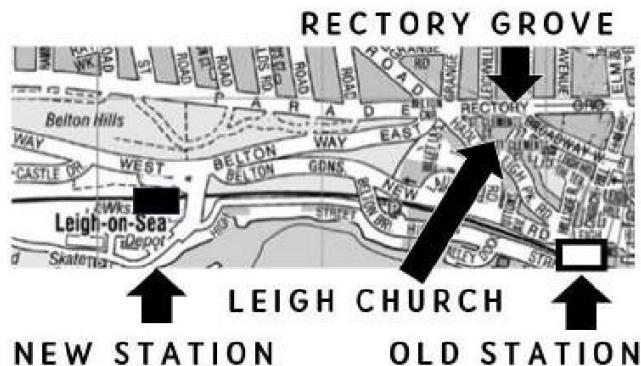
At the end of the Summer Season in 1934, the Sunday evening service to Holloway (it was curtailed from the original terminus at Finsbury Park) and the service to the Pavilion, ceased to operate.

WESTCLIFF ASSUME CONTROL OF RAYLEIGH MOTORS

On the 1st of January 1934, the Westcliff-on-Sea Motor Services assumed managerial control of their subsidiary Rayleigh Motors.

LEIGH-on-SEA L.M.S. STATION RELOCATED

On the 1st of January 1934, the London, Midland and Scottish Railway (LMS) opened a new station at Leigh-on-Sea, some distance west of the original station, with Belton Way as a new road access. Services E, F and G were extended from Rectory Grove and Leigh Church to the new station as their terminus.



NEW WESTCLIFF AND BOROUGH JOINT SERVICE INTRODUCED

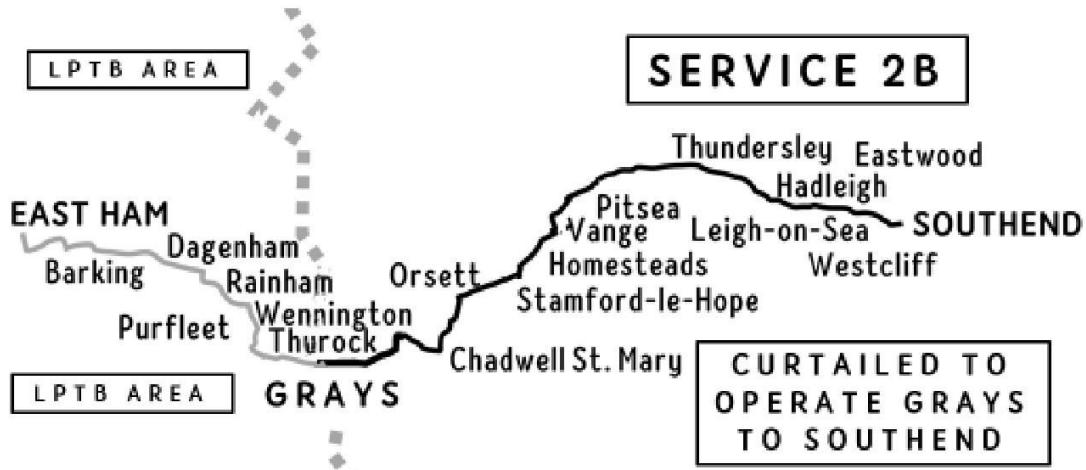
On the 1st of July 1934, a new service was introduced by Westcliff-on-Sea Motor Services in conjunction with Borough Services and designated route B by Westcliff and service 72 by Borough Services reflecting the influence of the route numbering system of the Eastern National Omnibus Company as the owners of Borough Services. It ran from the new Leigh-on-Sea station to the Somerset Estate at Southbourne Grove, Westcliff via Leigh Church, Elm Road, Station Road, Manchester Drive, Middlesex Avenue Kenilworth Gardens and Southbourne Grove.



1934 CONTINUED

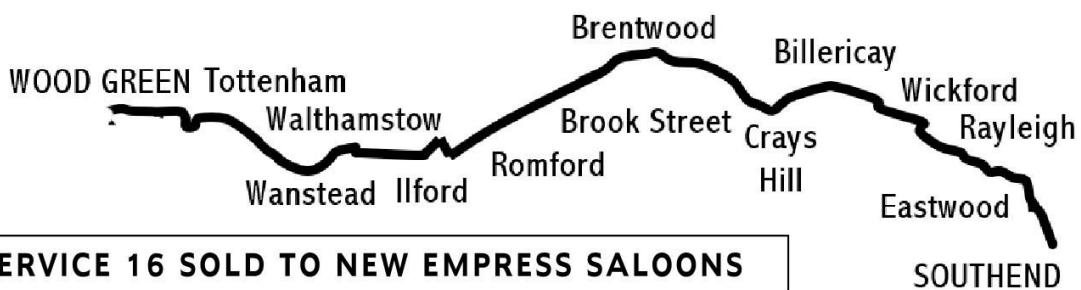
THE EFFECT OF THE L.P.T.B. EXCLUSIVE AREA ON SERVICES

The first impact of the creation of the London Passenger Transport Board on Westcliff-on-Sea Motor Services was on the 13th of July 1934, when service 2B was withdrawn between East Ham and Grays. The L.P.T.B. paid £4,000 in compensation to the Westcliff-on-Sea Motor Services for the loss of this part of the route.



WESTCLIFF WOOD GREEN SERVICE SOLD TO NEW EMPRESS SALOONS

Although operating into London and terminating in the L.P.T.B. Area, the L.P.T.B. were happy to allow both New Empress Saloons and the Westcliff-on-Sea Motor Services co-ordinated service 16 from Southend to Wood Green. In November 1934, Westcliff-on-Sea Motor Services announced the sale of service 16 to New Empress Saloons - a subsidiary of The City Motor Omnibus Company.



1935

EXTENSION TO THE SEA FRONT

During 1935, the Corporations Southchurch Park service was extended to the sea front at Bryant Avenue.



1935 CONTINUED

TILLING GAINS CONTROL OF WESTCLIFF-on-SEA MOTOR SERVICES

In March 1935, a newspaper report advised that a "Mystery Buyer" of the Westcliff-on-Sea Motor Services shares was Thomas Tilling Ltd which, by March, had gained 90% of all shares.

TILLING HOLD TALKS WITH SOUTHEND CORPORATION

In July 1935, senior management of Thomas Tilling Ltd had a meeting with the Southend County Borough Council with the objective of forming a co-ordination agreement similar to those Tilling had created with other councils. However, nothing came from the meeting.

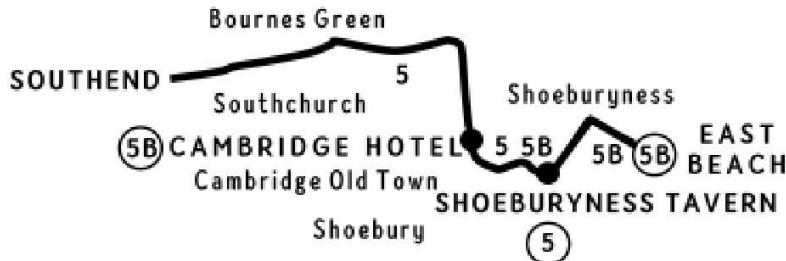
TILLING LIQUIDATES TWO WESTCLIFF SUBSIDIARIES

On the 1st of August 1935, Thomas Tilling Ltd, as the new owner of the Westcliff-on-Sea Motor Services, decided to liquidate the following subsidiaries and transferred the licences to the Westcliff-on-Sea Motor Services; -

- Shoeburyness Motor Services
- Thundersley, Hadleigh and District Services

SHOEBURYNESSE MOTOR SERVICES

With the liquidation of Shoeburyness Motor Services, Westcliff-on-Sea incorporated the service that duplicated service 5 into that service and the summer service to East Beach became Westcliff-on-Sea Motor Service 5B.



TWO NEW THUNDERSLEY, HADLEIGH AND DISTRICT SERVICES

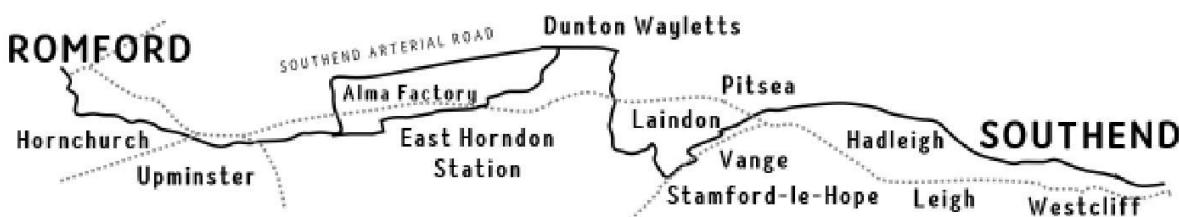
In 1935, whilst still under Westcliff-on-Sea Motor Services management, the following two new services were commenced by Thundersley, Hadleigh and District Services: -

- Service A – Highlands Boulevard to Leigh Church via Thames Drive and Leigh Station.
- Service C – a peak hour service between Hadleigh Church and Leigh Station via Thames Drive.



CHANGES TO SERVICE 2A

In May 1935, most Westcliff-on-Sea Motor Services 2A service were diverted from the Homefields Garage and the Alma factory to run via East Horndon LMS railway station. (renamed West Horndon Station in 1947.)



1935 CONTINUED

DIRECT SERVICE BETWEEN BENFLEET AND THE "LOBSTER SMACK"

In 1935, the summer service to the 'Lobster Smack' at Hole Haven was operated again but directly from Benfleet Station. However, by 1937, the service resumed its original route from Canvey Village to the "Lobster Smack".

TROLLEYBUS EXTENSIONS

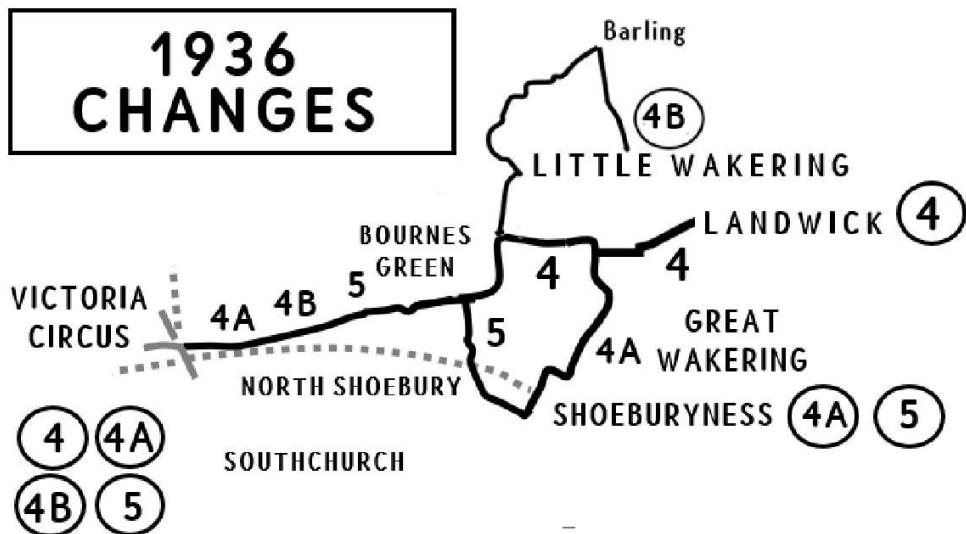
On the 24th of July 1935, the trolleybus wiring was extended from Eastwood Boulevard to Nelson Road at the junction of Wellington Avenue.



1936

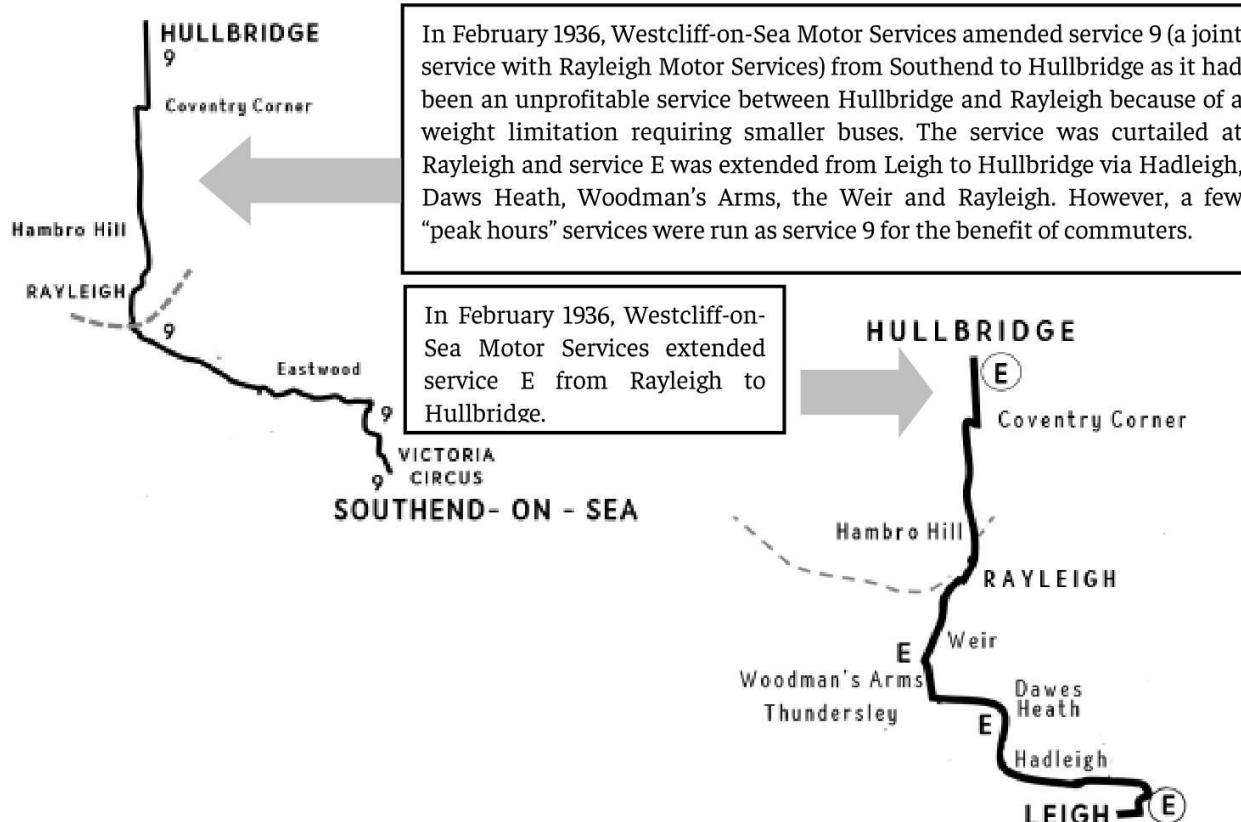
TILLING IMPLEMENTS SERVICE CHANGES TO WESTCLIFF-on-SEA MOTOR SERVICES

On the 12th of February 1936, the circular service, 5A, between Shoeburyness and Southend via Great Wakering, was discontinued by Westcliff-on-Sea Motor Services, now under the management of Thomas Tilling Ltd. Service 4 was then extended from Great Wakering Church to Landwick. Service 4A now terminated at Shoeburyness and then returned to Southend by the same route as the outward service, whilst service 5A was discontinued.



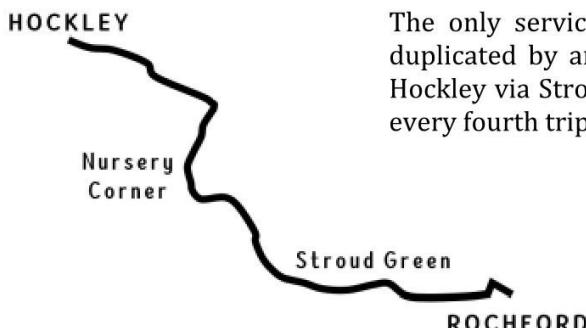
1936 CONTINUED

CHANGES IN SERVICES TO HULLBRIDGE



RAYLEIGH MOTOR SERVICES TRANSFERRED TO WESTCLIFF-on-SEA MOTOR SERVICES

The remaining small shareholding held by Borough Services in Rayleigh Motor Services was purchased by the Westcliff-on-Sea Motor Services and, as the only shareholder, transferred the Rayleigh Motor Services operation to Westcliff-on-Sea Motor Services on the 6th of May 1936.

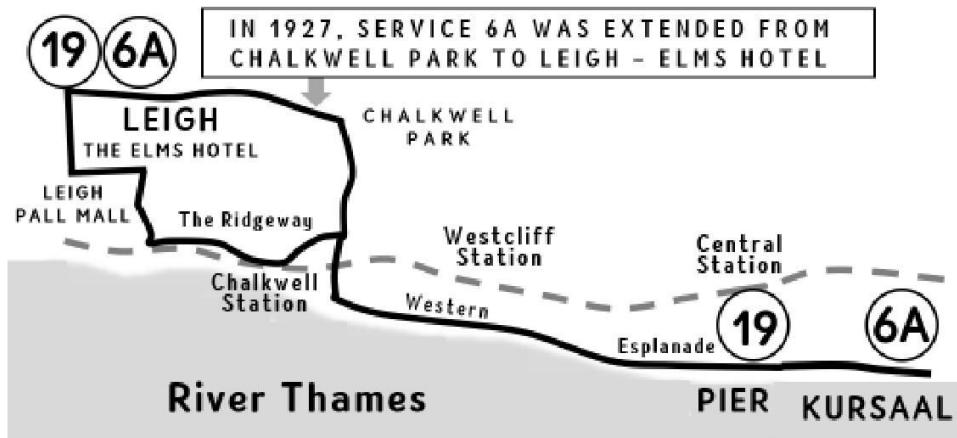


The only service operated by Rayleigh Motor Services that was not duplicated by another operator was the route between Rochford and Hockley via Stroud Green and Nursery Corner and this was covered by every fourth trip on service 8.

SERVICE 19 EXTENDED AND INTEGRATED WITH SERVICE 6A

In August 1936, Westcliff-on-Sea Motor Services Sea Front Service 19 was extended from Pall Mall to the Elms Hotel and timings were interworked with service 6A of Westcliff-on-Sea Motor Services. In periods of high demand, an additional 15-minute service 19 ran from The Pier to Leigh Church. *Please see the diagram on the next page.*

1936 CONTINUED

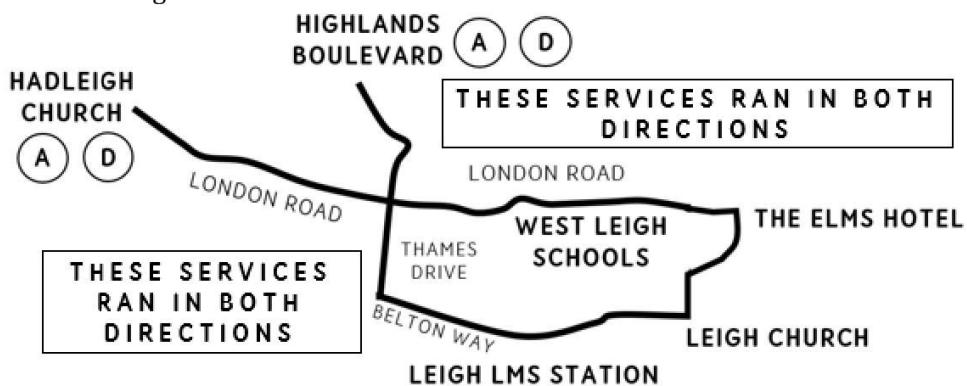


CHALKWELL SERVICE PROVES UNSUCCESSFUL

Since the opening of the new Chalkwell LMS Station in September 1933, there had been public pressure to provide a weekdays service (Mon-Sat) for commuters. Such a service commenced in early 1936 by the Westcliff-on-Sea Motor Services from Chalkwell to Leigh Elms Hotel, but due to poor patronage, the service ceased on the 28th of October 1936.

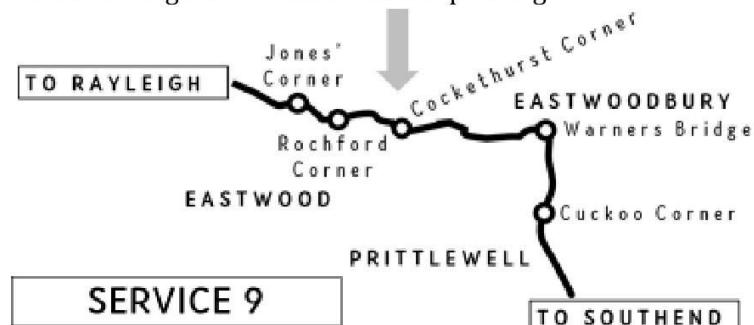
FORMER THUNDERSLEY, HADLEIGH AND DISTRICT SERVICES ARE LINKED

From August 1936, Westcliff-on-Sea Motor Services linked the former Thundersley, Hadleigh and District services A and D to operate Highlands Boulevard, Thames Drive, Leigh LMS station, Leigh Church, West Leigh Schools and Hadleigh Church.



SERVICE 9 WEIGHT LIMIT AT COCKETHURST CORNER

In November 1936, the Area Traffic Commissioner restricted the Cockethurst Corner section of service 9 to vehicles of no more than 3 tons in weight or no more than 20 passengers.

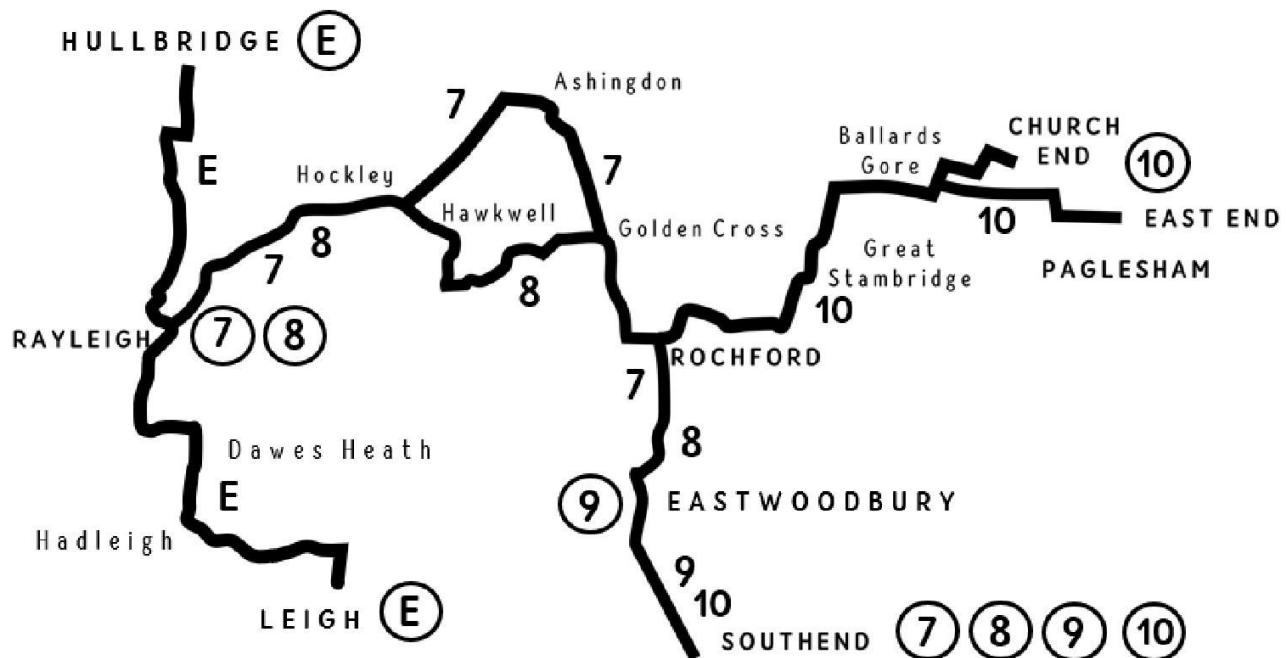


1937

MARCH 1937 SERVICES REVISIONS

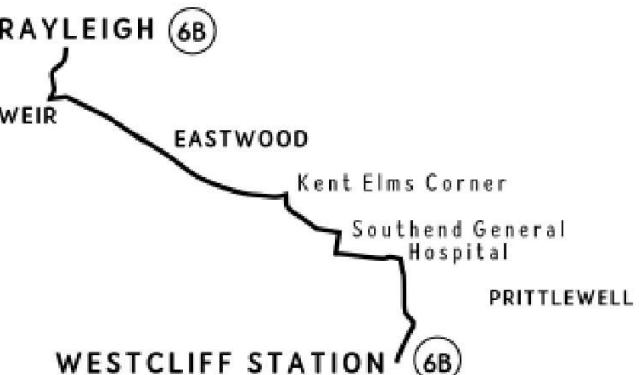
Westcliff-on-Sea Motor Services made the following changes to their services in March 1937; -

- Service 9 was cut back to run Southend to Eastwoodbury (Avro Road) so reflecting the Area Traffic Commissioner November 1936 restriction on the Cockethurst Corner section of service.
- Hullbridge was now exclusively served by service E from Leigh-on-Sea.
- The previous Rayleigh Motor Services routes were incorporated into the Westcliff-on-Sea Motor Services in the Rochford Area (services 7 and 8).
- Service 10 to Paglesham ran on Saturdays to include Church End.



NEW SERVICE 6B INTRODUCED.

On the 31st of March 1937, Westcliff-on-Sea Motor Services introduced a new route to serve the recently opened Southend General Hospital, and to protect a route where the City Coach Company also made an applicant for a licence. The service was number 6B and ran from Westcliff Station to Rayleigh Station via Hamlet Court Road, Prittlewell Chase, Kent Elms Corner and the Southend Arterial Road.



TILLING APPROACHES THE CORPORATION AGAIN - AND FAILS TO PERSUADE

On the 2nd of February 1937, the Chairman of Thomas Tilling held a meeting with the Transport Committed of the Southend Corporation with a view to persuade the council to adopt a co-ordination scheme with Westcliff-on-Sea Motor Services similar to those established between councils and the local Tilling controlled bus operators in Keighley, York and Gloucester but, again, without success.

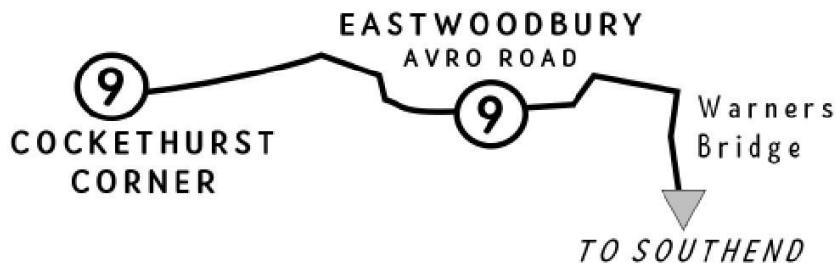
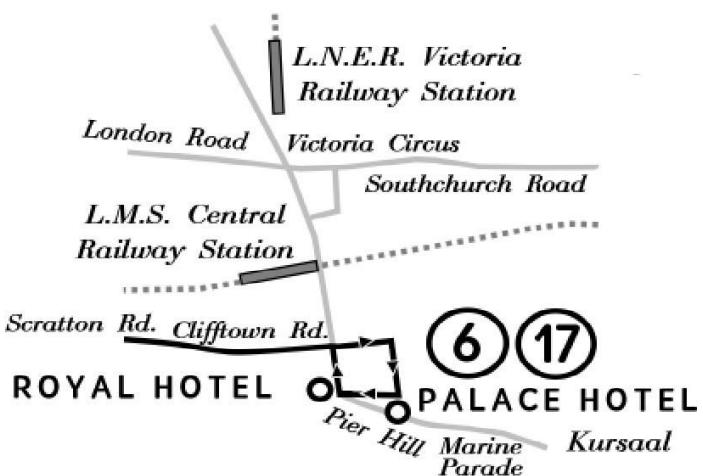
1937 CONTINUED

SERVICES 6 AND 17 TERMINAL CHANGES

To ease traffic conflicts, on the 28th of July 1937, services 6 and 17 were re-routed to follow a "round the block" loop using Haygate Avenue, Church Road and Grove Terrace to a terminal point outside the Palace Hotel and then returned to the High Street via the Royal Hotel and then continuing to Clifftown Road and Scrutton Road.

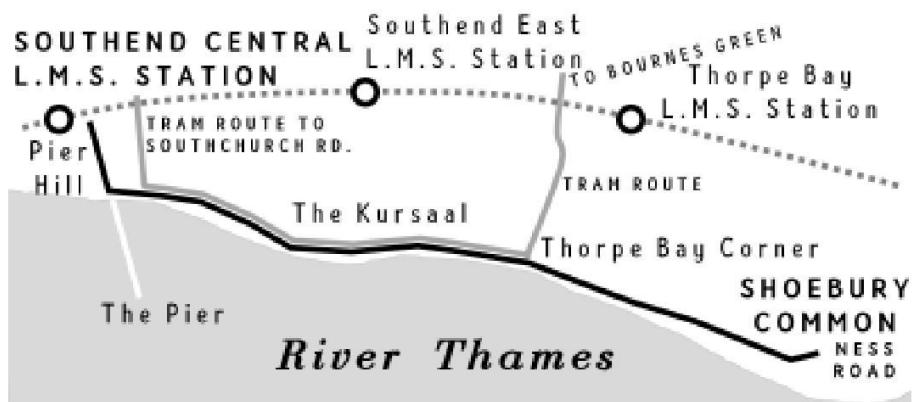
SERVICE 9 EXTENDED TO COCKETHURST CORNER ON SUNDAYS

Due to complaints from parishioners, service 9, which was cut from Rayleigh to Avro Road Eastwoodbury in March 1937, was extended on Sundays only, from October 1937 to Cockethurst Corner.



SEA FRONT SERVICE TO SHOEBOURY INTRODUCED BY THE CORPORATION

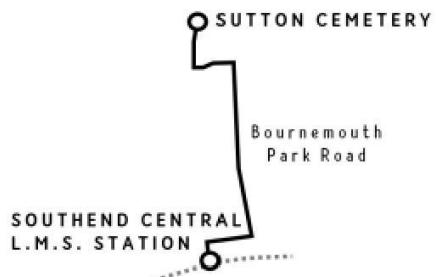
In 1937, after protracted negotiations with the Westcliff-on-Sea Motors Service which operated services to Shoebury and Shoeburyness, a licence was granted by the Area Traffic Commissioner for Southend Corporation to operate a motor bus service from the LMS Central Station to Shoebury Common (Ness Road) via Pier Hill and the sea front. At this time, tram services duplicated this route along the Eastern Esplanade from the Kursaal to Thorpe Bay Corner, and although the Corporation did hold trolleybus powers to operate to Shoebury, the licence did not approve this extension. The service commenced on September the 9th, after four additional buses had been purchased to serve the route.



1937 CONTINUED

REVISIONS TO THE SUTTON CEMETERY SERVICE

From the 9th of September 1937, the Sutton Cemetery Southend Corporation bus service was diverted via Bournemouth Park Road (instead of Sutton Road, which was still served by the Plough route)

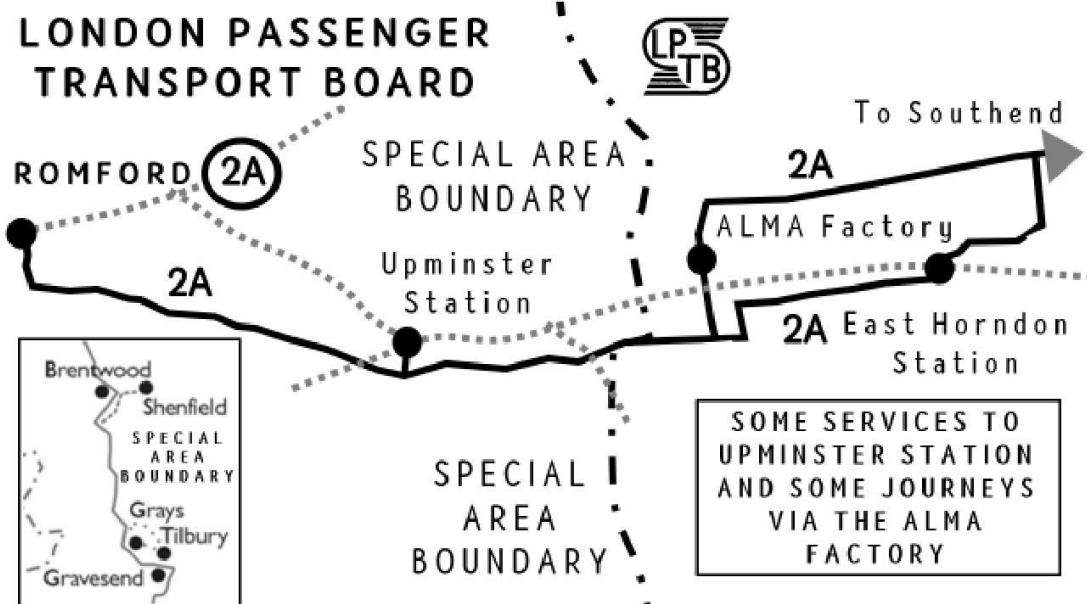


1938

WORKING IN THE L.P.T.B. "SPECIAL AREA"- SERVICE 2A

On the 13th of April 1933, the London Passenger Transport Board (L.P.T.B.), as prescribed by the London Passenger Transport Act 1933, took control of all trams, bus, and railway services (except the "Big Four") in a geographic area known as the "L.P.T.B. Special Area". Non L.P.T.B. bus services traveling within the "Special Area" could be compulsory purchased by the L.P.T.B., but in practice, many services commencing outside the "Special Area" and terminating in the "Special Area" could continue if passengers within the "Special Area" were not pick up on services traveling through the "Special Area".

One such service was the 2A of the Westcliff-on-Sea Motor Services running from Southend to Romford and crossing the "Special Area" boundary at Puddle Dock near Warley Road between East Horndon and Cranham near Upminster. Around June 1938, additional journeys were introduced to service the Alma Factory via the Southend Arterial Road. *Please see diagram below.*



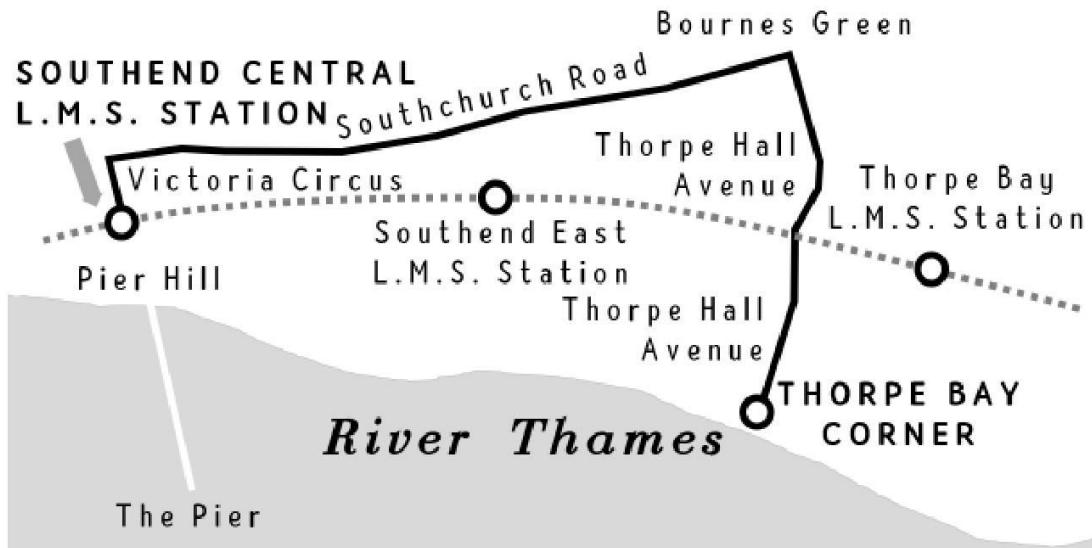
POWERS OBTAINED TO OPERATE TROLLEYBUSES TO REPLACE THE TRAMS

Plans to discontinue operation of the Southend tramway network were approved by the Corporation in 1938, and in 1939 the Southend-on-Sea Trolley Order made provision for running trolleybuses along all the former tramway routes. Six more vehicles were obtained from AEC, and it was hoped that the changeover from trams to trolleybuses could be completed by the spring of 1941. However, such plans were affected by the outbreak of the Second World War, and although 36 more trolleybuses were ordered to allow for the conversion and the extension to Shoeburyness, delivery was to be made "when conditions permitted".

1938 CONTINUED

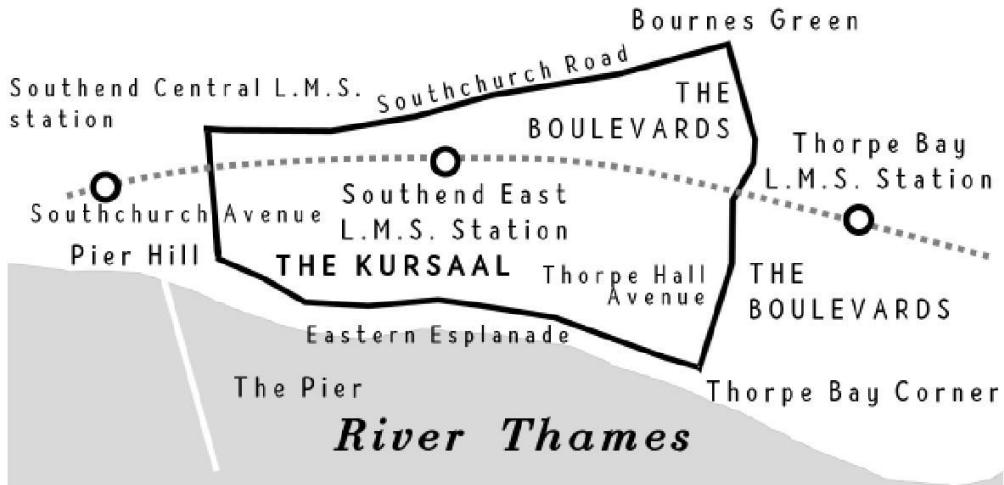
TRAMS TO THORPE BAY REPLACED BY MOTOR BUSES

Although Southend Corporation preferred trolleybuses to replace tram services, on the 7th of July 1938, the tram service from Victoria Circus and Thorpe Bay via Southchurch Road was replaced by motor buses from Southend Central L.M.S. station and Thorpe Bay Corner.



BOULEVARD CIRCULAR TOURS REPLACED BY MOTOR BUSES

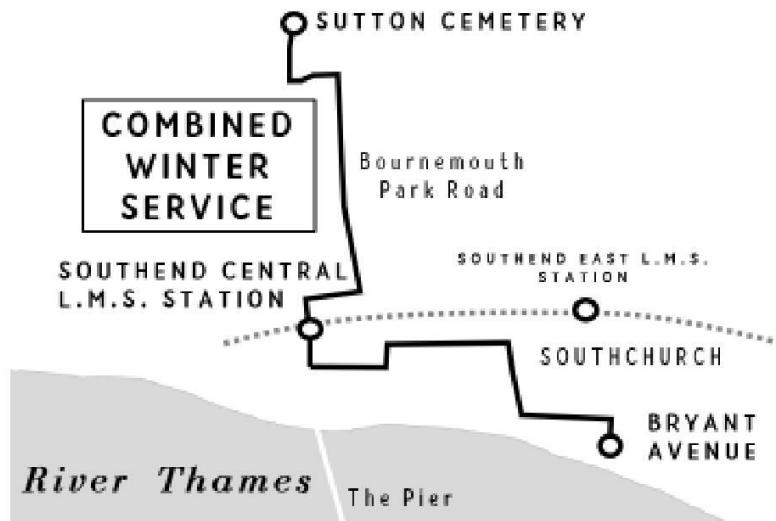
The circular tour from the Kursaal was also replaced by buses for the remainder of the 1938 season, with the buses working in both directions in contrast to the trams which had always operated anti-clockwise only (due to the lack of a north to east curve at the junction of Southchurch Avenue and Road).



SERVICES TO SUTTON CENTURY AND THE "PLOUGH" ARE COMBINED

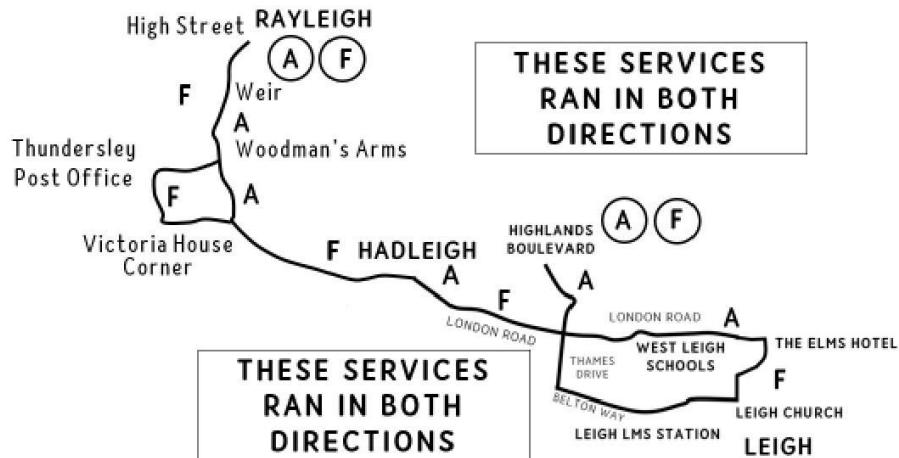
In 1938, the Southend Corporation Plough and Bryan Avenue motor bus routes were combined, except during the summer months, leaving the Alexandra Road terminus at the bandstand unserved for most of the year. *Please see diagram on the next page.*

1938 CONTINUED



CHANGES BY WESTCLIFF TO EX "BLUE BUSES" SERVICES FROM LEIGH STATION

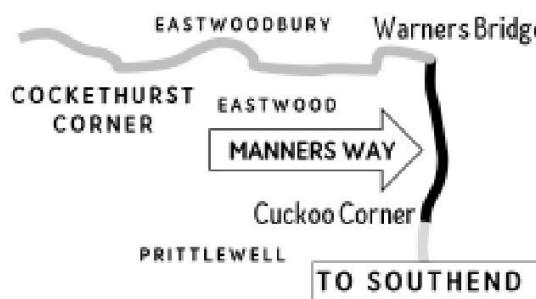
On the 5th of October 1938, Westcliff-on-Sea amended the ex "Blue Buses" services in the Leigh, Hadleigh and Rayleigh area. Service D was discontinued and merged into the combined services of A and F to operate Highlands to Rayleigh via Thames Drive, Leigh Station, Leigh, Leigh Elms, Hadleigh Church and Thundersley - Woodcutters Arms and The Weir Hotel.



1939

DIVERSIONS FOR SERVICES 9 AND 12

From the 1st of March 1939, some journeys of services 9 and 12 were diverted to the newly constructed Manners Way in Eastwoodbury.



1939 CONTINUED

END OF THE 1932 CO-ORDINATION AGREEMENT

The Co-ordination Agreement that commenced on the 1st of January 1933, was terminated by mutual agreement between the parties on the 5th of July 1940.

The cessation of the Agreement stemmed from disagreements between Westcliffe-on-Sea Motor Services and Southend Corporation relating to route revisions and extensions, particularly for service 6.

The Co-ordination Agreement established two geographical "Spheres of Influence" – the Corporation took over and develop motor bus services in the east of the Borough together with their trolleybus and trams routes, and the "Companies" operated and develop motor bus services in the west of the Borough excluding the Corporation tram and trolleybus services. The Eastern National Omnibus Company was not an original party to the 1932 Agreement but, because they had taken over Borough Services which was a party to the Agreement, they were now "de facto" parties to the Agreement and agreed to the termination.

It is interesting to note that the Area Traffic Commission suggested the Co-ordination Agreement in 1932 and its termination in 1939.

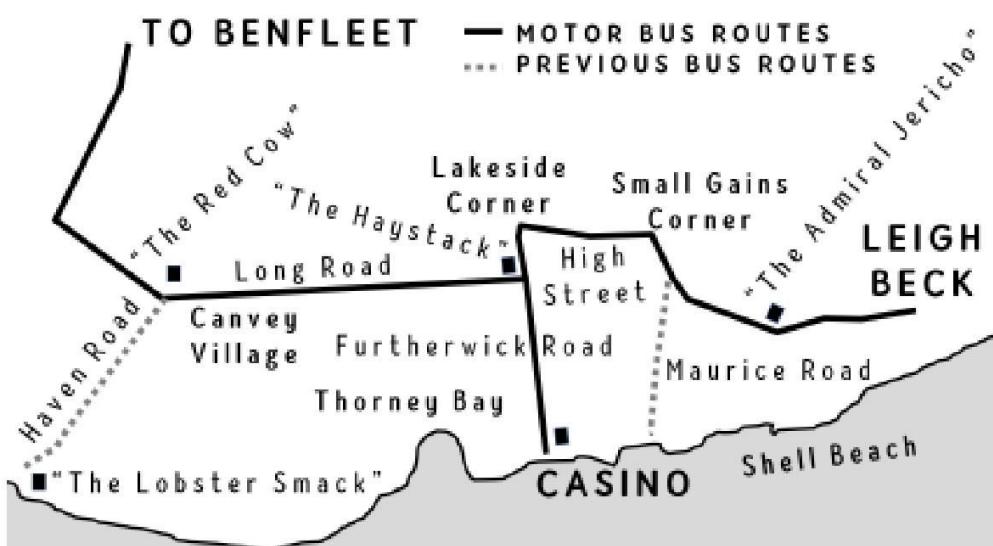
SEA FRONT TROLLEYBUSES REPLACE TRAMS

On the 4th of June 1939, trolleybus replaced trams on the Eastern Esplanade from the Kursaal to Thorpe Bay Corner. The service ceased on the outbreak of the Second World War, only to resume in 1946, as a summer only service with an irregular timetable.



CANVEY SEA FRONT SERVICE NOW RUNS TO THE CASINO

In July 1939, the sea front service route was changed from Maurice Road to "The Haystack" via Furtherwick Road to the Casino. The Casino was an amusement park and fun fair developed in 1934.



1939 CONTINUED

THE SECOND WORLD WAR COMMENCES

With the 3rd of September 1939 Declaration of the Second World War, on 6th of September 1939, all "summer" omnibus, tram and trolleybus services and excursions were suspended and replaced by a "winter" schedule. The "Sea Front" services were suspended. By the 13th of September 1939, all evening services were suspended but were re-instated later in the year, and on the 20th of September 1939, the "lettered" services from Leigh were reduced in frequency and operation.

SOUTHEND CHANGES FROM GREEN TO BLUE

In August 1939, the first Southend Corporation Transport vehicle appeared in the new livery of light blue and cream replacing the green and ivory livery. When some of the Southend trolleybuses were loaned to Bradford City Transport during the early part of the Second World War, their livery so impressed the locals that Bradford adopted blue and cream as their City Transport livery.

WESTCLIFF-on-SEA SERVICE 17

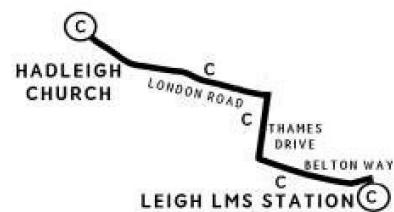
From the 1st of November 1939, service 17 was cut back to Eastwood – Bellhouse Lane – Woodcutters Arms.



1940

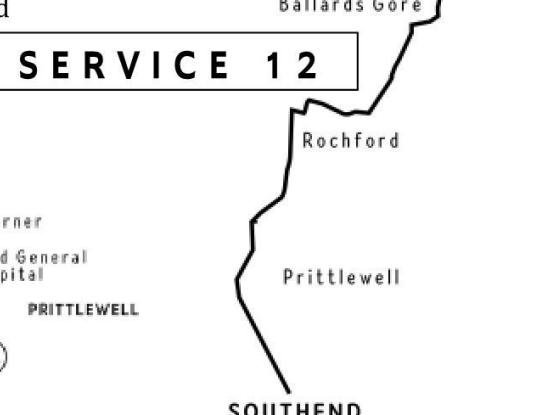
SERVICE "C" IS WITHDRAWN

Introduced in 1935 by Thundersley, Hadleigh and District Services this peak hour service between Hadleigh Church and Leigh Station via Thames Drive was withdrawn completely in July 1940.



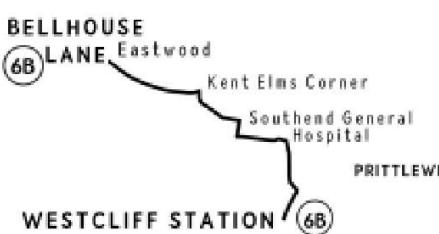
SERVICE 12 IS CURTAILED

In July 1940, service 12 of Westcliff-on-Sea Motor Services was withdrawn between Creeksea Ferry and Canewdon at Lottman's Corner.



SERVICE 6B IS CURTAILED

Following the curtailment of service 17 of the Westcliff-on-Sea Motor Services in November 1939, service 6B was also curtailed from Rayleigh to Bellhouse Lane, Eastwood, in July 1940.

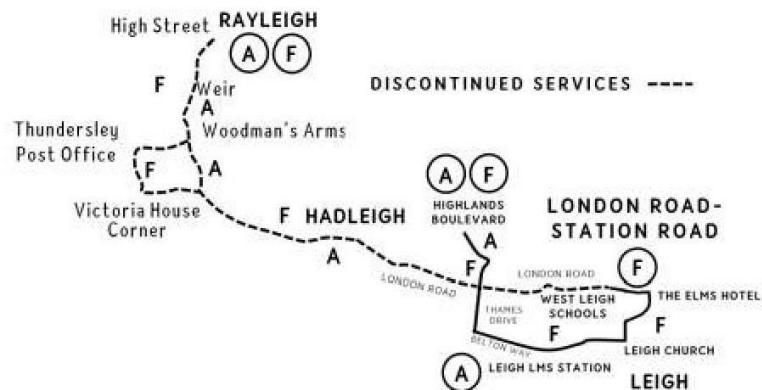


1940 CONTINUED

SERVICE A/F CHANGES

Also, in July 1940, the Westcliff-on-Sea Motor Services ex "Blue Buses" services A/F were amended.

Service F ran from Highlands Boulevard to London Road, Leigh with the junction of Station Road via Thames Drive, Leigh L.M.S. Railway Station and Leigh Church. The service to Rayleigh was curtailed but connections were made at London Road and Station Road with buses on service 1 to Rayleigh. Service A was allocated to peak hour only services between Highland Boulevard and Leigh L.M.S. Station.



CONNECTIONS TO OTHER SERVICES FROM SERVICE F

With the loss of a direct route from Leigh to Hadleigh and Thundersley, connections were made at London Road- Station Road between service F, which terminated there, and services 1, 2, 2A, 2B and 3. These connections were shown in the timetable under "Service Number" - please see February 144 timetable below.

Service No.	2b	1	1	1	3	1	1	2
High Street (.....)	1014	1044	1114	1244	14
Arms	1021	1051	1121	1251	21

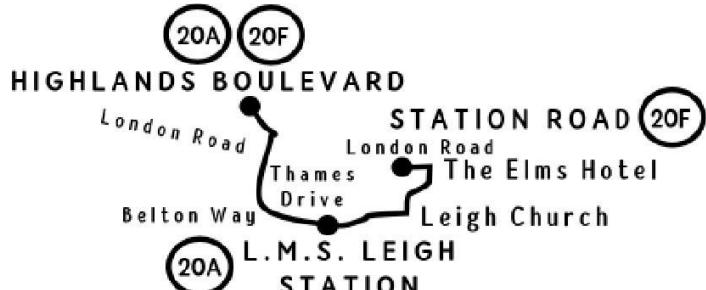
1942

CHANGES TO WESTCLIFF-on-SEA MOTOR SERVICES

Around April 1942, service 12 was resumed to run between Canewdon and Creeksea Ferry and extended to Wallasea Bay Yacht Station for wartime workers at the shipyard.

ALTERATIONS TO THE LEIGH SERVICES

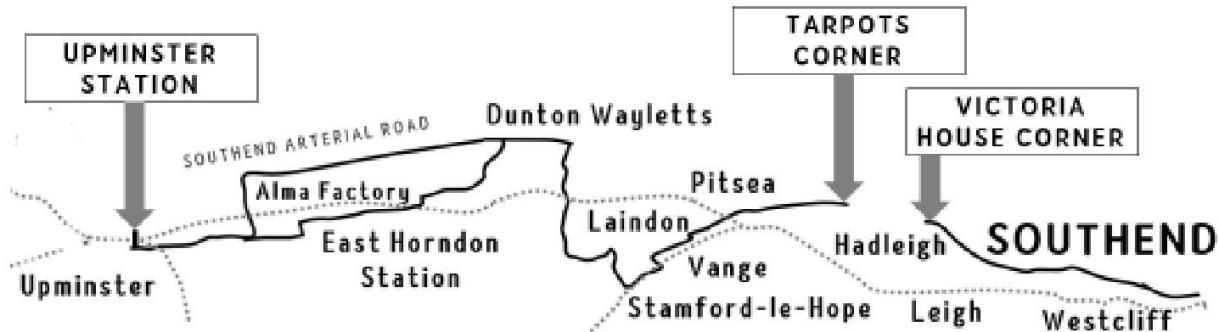
In August 1942, ex "Blue Buses" Leigh services A and F became numbered 20A and 20F respectively and B became number 21, E became 22 and G became number 23.



1942 CONTINUED

2A "LONG DISTANCE" SERVICES SPLIT

To encourage long distant travellers to use the railways where possible, on the 30th of September 1942, most of the Westcliff-on-Sea Motor Services 2A journeys were split into 2 sections – Southend to Hadleigh Victoria House Corner and Tarpots to Upminster L.M.S. Station which was not on the original route. Some services did operate over the full Southend to Romford route for the benefit of workers.



THE FINAL STAGE OF THE SOUTHEND TRAM REPLACEMENT PROGRAMME

Although most tramway operations in the UK would not have been given Government approval to be replaced during the war because of the need to use "home grown" electricity and to save on imported oil and rubber, because of the dilapidated state of the remaining Southend Corporation tram tracks, permission was eventually granted by the Minister of War Transport for the final closure of the tramways in 1942.

The Corporation planned to replace the trams in 1941 with trolleybuses and 26 were ordered before the war but the order was "put on hold".

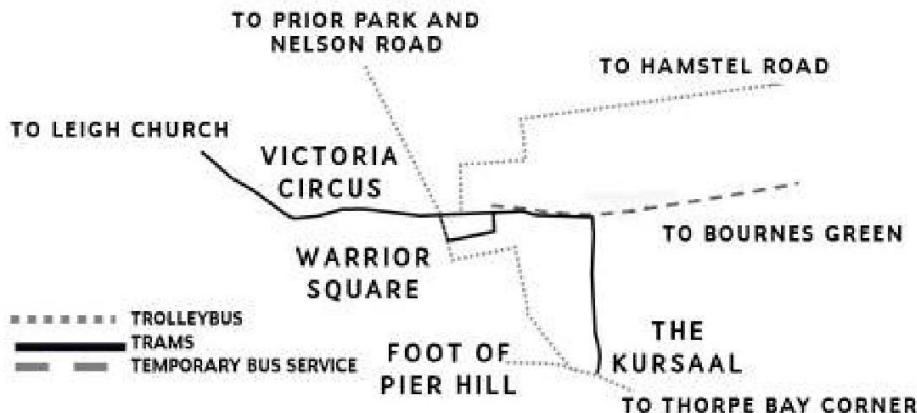
Tram replacement therefore relied on existing motor and trolley vehicles, some of which had been loaned to other municipal operators to assist in the war effort.

With the return of the loaned vehicles in 1942, work could start on the tram replacement programme.

The task was to reclaim some of the overhead wiring and support poles from the existing tramway to use on the replacement trolleybus routes.

The section of the existing tramway chosen to reclaim the overhead and traction poles was between Southchurch Road, (the junction with Southchurch Avenue), and Bournes Green.

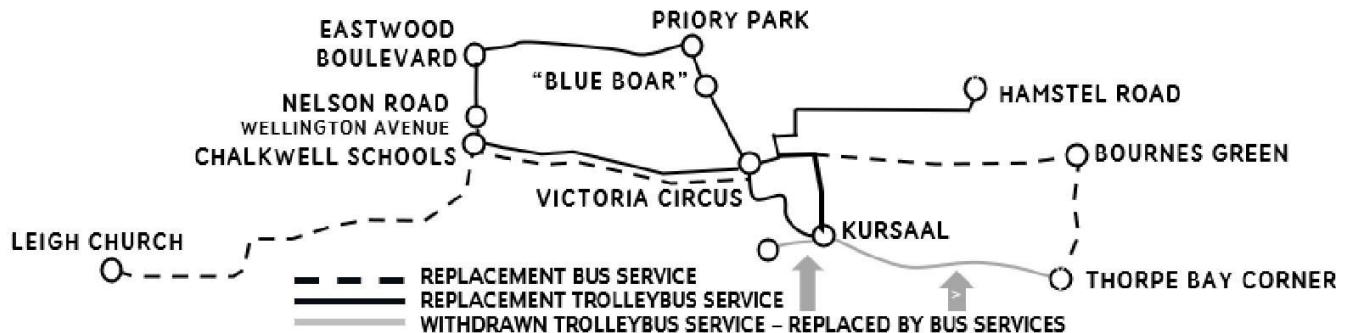
However, permission was not easily obtained as the Area Traffic Commissioner would not at first allow the replacement of the tram route between Southchurch Avenue and Bournes Green to be replaced by a temporary bus service but by the 8th of January 1942, a temporary motor bus service was introduced between Warrior Square and Southchurch.



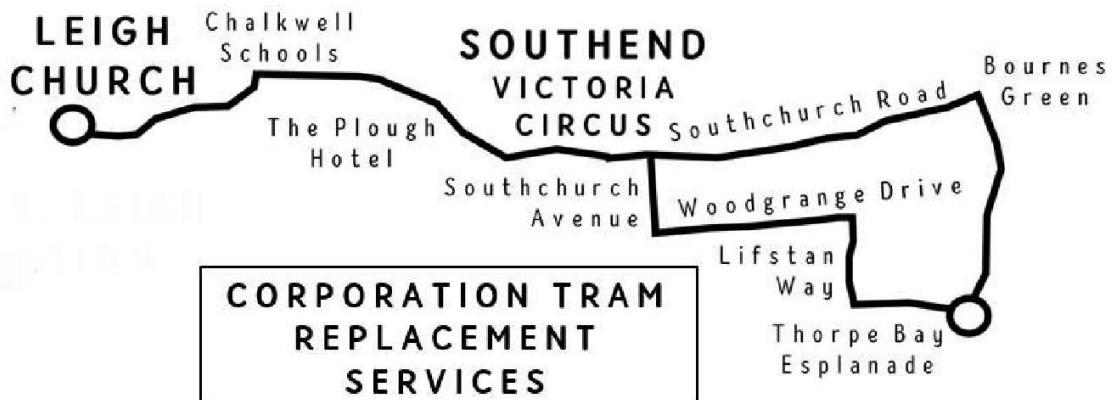
1942 CONTINUED

LAST TRAM DAY – 9th APRIL 1942

The Southend Corporation Tramways ceased to operate on the 9th of April 1942 when the temporary bus service introduced on the 8th of January 1942 was extended from Southchurch to Leigh on Sea and trolleybuses took over the tram routes from Chalkwell Schools to the Kursaal via Victoria Circus and Southchurch Road and Southchurch Avenue.



SOUTHEND LIGHT RAILWAY TRAM REPLACEMENT PROGRAMME 1942

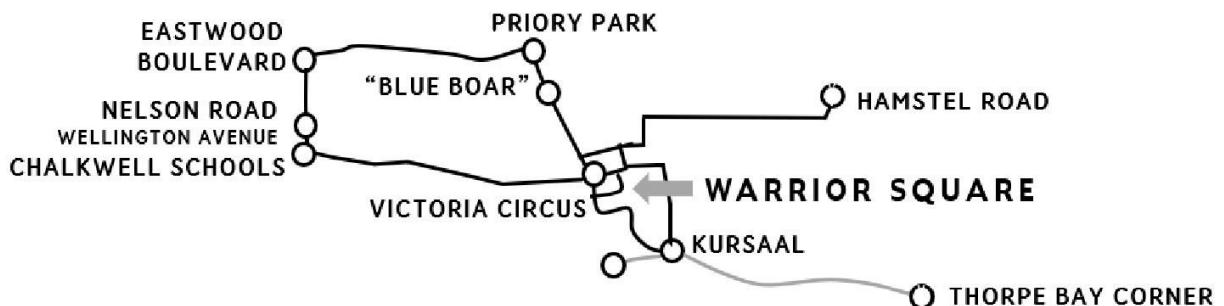


TRAM REPLACEMENT MOTOR BUS SERVICES 1942

1943

WARRIOR SQUARE

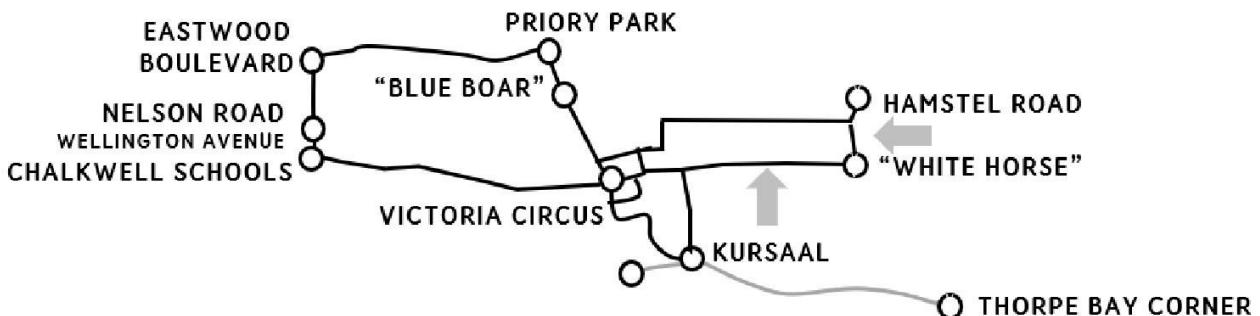
On the 1st of June 1943, a single set of wires was erected around Warrior Square, and a southbound link was also installed in Milton Road so that vehicles could proceed direct from Guildford Road into Warrior Square.



1944

LAST MAJOR TROLLEYBUS EXTENSION

From April the 3rd 1944, the North Avenue route to Hamstel Road was extended down towards the White Horse and back along the former Southchurch Road tram route to Victoria Circus.

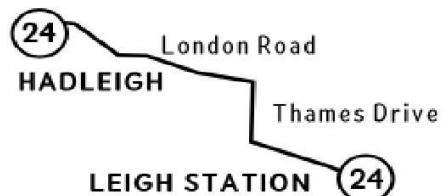


SERVICE 2A RE-INTRODUCED BETWEEN HADLEIGH AND TARPOTS CORNER

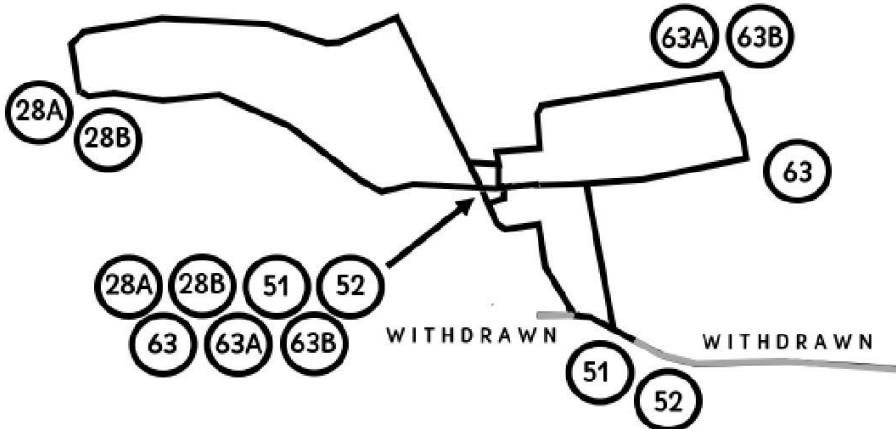
From the 6th of September 1944, the "gap" between Hadleigh Victoria House Corner and Tarpots Corner was reinstated.

SERVICE "C" RE-INTRODUCED AS SERVICE 24

On the 29th of November 1944, service "C" was re-introduced as service 24 between Hadleigh Church and Leigh Station via Thames Drive.



MARCH 1944 SOUTHEND ADOPTS SERVICE NUMBERS



TROLLEYBUS SERVICES

28A - Victoria Circus and Chalkwell Schools via London Road

28B - Victoria Circus and Chalkwell Schools via Fairfax Drive

51 - Victoria Circus and the Kursaal via Southchurch Avenue

52 - Southend High Street and the Kursaal via the Seaway

63 - Southend High Street and Southchurch White Horse via Southchurch Road

63A - Victoria Circus and Hamstel Road via North Avenue

63B - Victoria Circus and Hamstel Road via Southchurch Road

SHORT WORKINGS

Southend High Street and Lonsdale Road via North Avenue

Victoria Circus and Wellington Avenue (Nelson Street) via Fairfax Drive

1944 CONTINUED

EASTERN CIRCULAR

Clockwise 63A - Victoria Circus and Hamstel Road via North Avenue then 63B to Victoria Circus via Southchurch Road

Anti-clockwise 63B - Victoria Circus and Hamstel Road via Southchurch Road then 63A to Victoria Circus via North Avenue

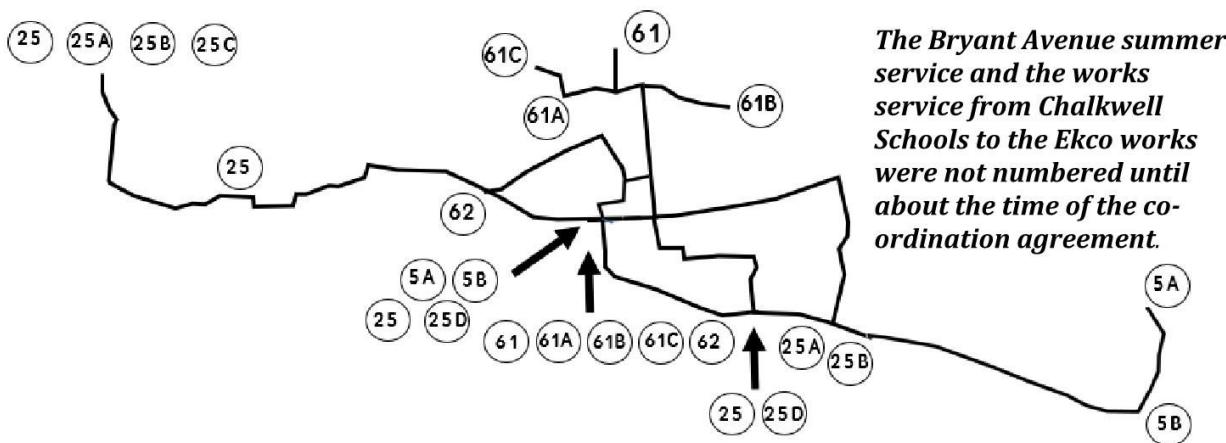
WESTERN CIRCULAR

Clockwise 28A - Victoria Circus and Chalkwell Schools via London Road then 28B from Chalkwell Schools to Victoria Circus via Fairfax Drive

Anti-clockwise 28B from Victoria Circus to Chalkwell Schools via Fairfax Drive then 28A from Chalkwell Schools to Victoria Circus

EASTERN AND WESTERN CIRCULARS LINKED

Most trolleybuses operating services on the Eastern Circular would continue as a Western Circular service and those running every other Western Circular service would proceed around the Eastern Circular route.



MOTOR BUS SERVICES

5A - Southend (Victoria Station) - Shoebury (Cambridge Hotel) via Pier Hill, the Kursaal, Eastern Esplanade, Thorpe Bay Corner and Shoebury Common

5B - Southend Central Station to Thorpe Bay Corner or Shoebury Common via Pier Hill, the Kursaal, and Eastern Esplanade,

25 - Southend Victoria Circus - Leigh Highlands Boulevard or Leigh Church via London Road

25A - Leigh Highlands Boulevard - Thorpe Bay Corner via Victoria Circus, Southchurch Road, Bournes Green and Thorpe Avenue

25B - Leigh Highlands Boulevard - Thorpe Bay Corner via Victoria Circus, Southchurch Road, Southchurch Avenue, Woodgrange Drive, Listan Way and Esplanade.

25C - Leigh Highlands Boulevard - Listan Way via Victoria Circus, Southchurch Road, Southchurch Avenue and Woodgrange Drive.

25D - Victoria Circus - Listan Way via Victoria Circus, Southchurch Road, Southchurch Avenue and Woodgrange Drive.

61 - Central Station - Sutton Cemetery

61A - Central Station - Priory Crescent

61B - Central Station - Eastern Avenue (Hamstel Road)

61C - Central Station - Ekco Works via Cuckoo Corner

62 - Central Station - Plough.

DANCES

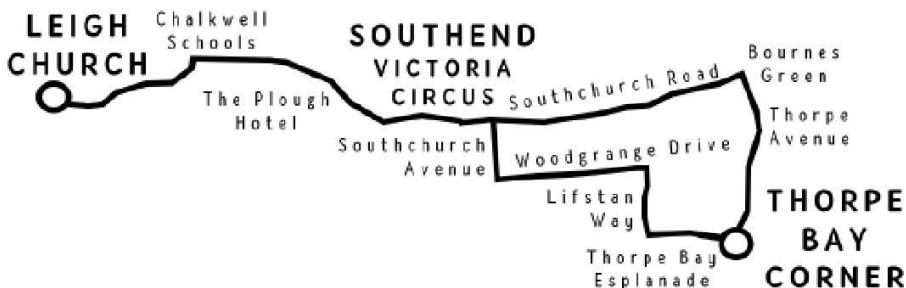
Evening services were operated from Southend - Pier Hill and the Kursaal to Southchurch on Friday and Saturday nights.

1944 CONTINUED

CORPORATION BUS SERVICES ARE INTEGRATED

In March 1944, the Corporation successfully persuaded the Commissioner to permit integration of the Leigh to Southchurch (White Horse) and Southend to Thorpe Bay and Southchurch Park routes, with the latter being extended along the sea front to Thorpe Bay.

This allowed the introduction of two basic services from April 3rd: Leigh Church - Victoria Circus and then to Thorpe Bay Corner via either Southchurch and the boulevards or via Woodgrange Drive, Lifstan Way, and the sea front.



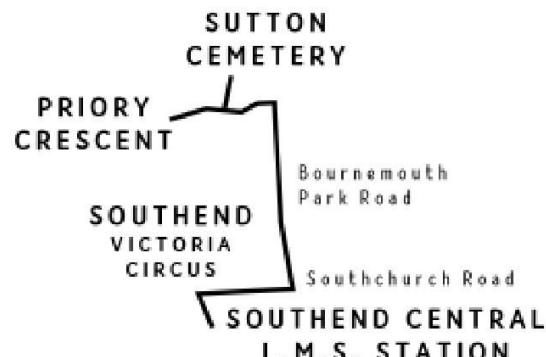
CORPORATION FACTORY SERVICE

At the same time of the approval to integrate the bus routes to Thorpe Bay Corner, permission was also given to divert some buses on the Sutton route to Priory Crescent instead of the Cemetery, to serve the important Ekco factory, one of the town's biggest employers. However, the terminus at Prior Crescent was some distance from the factory gates.

1945

TROLLEYBUS REVERSER

In 1945, a reverser was introduced off North Avenue at Lonsdale Road to allow a Warrior Square - Lonsdale Road service to be superimposed over the main North Avenue service.



SERVICE 24 EXTENDED FROM LEIGH CHURCH TO RAYLEIGH

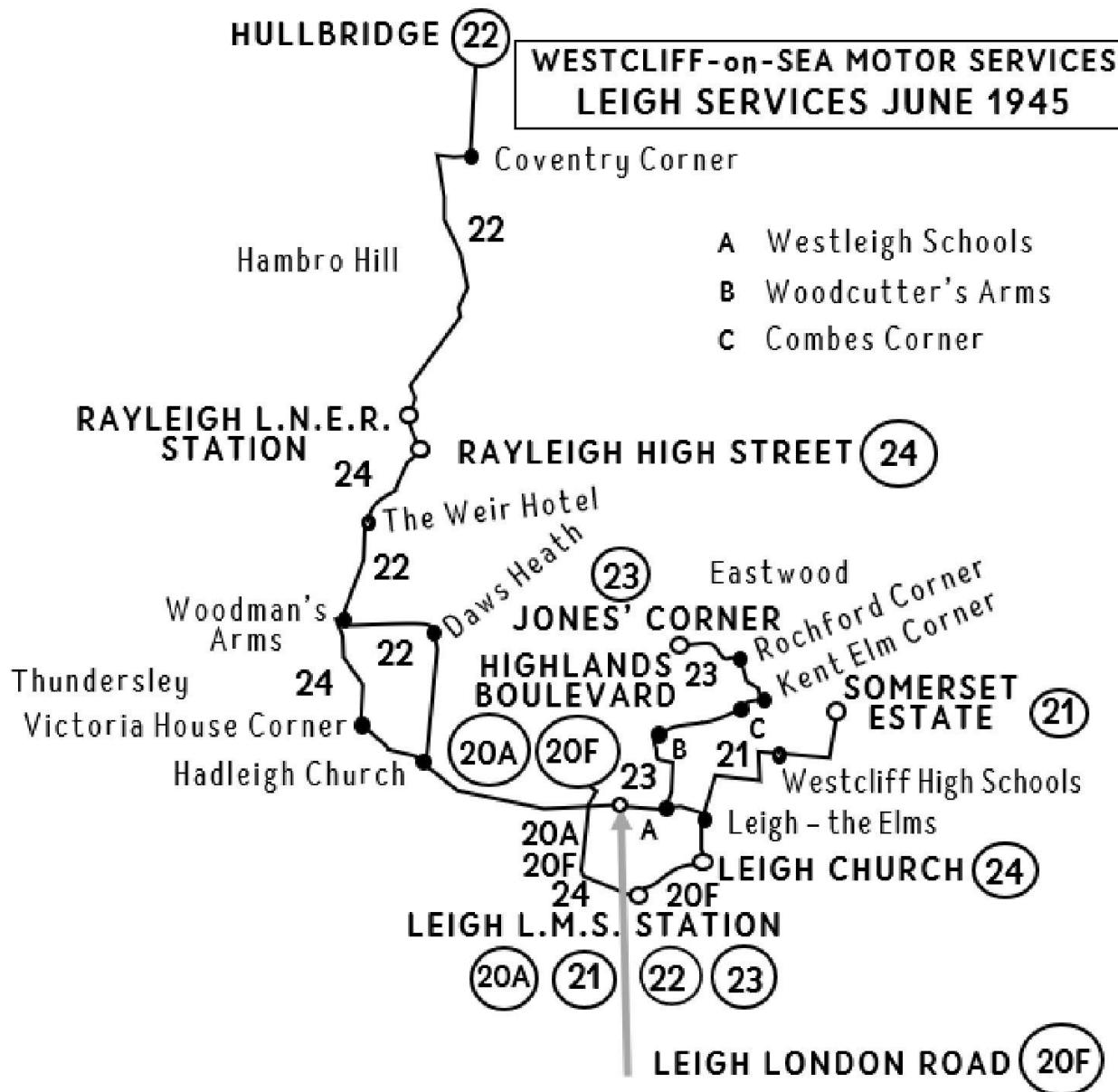
From the 20th of June 1945, service 24 of the Westcliff- on-Sea Motor Services was amended to run throughout the day from Leigh Church to Rayleigh via Leigh L.M.S. Station, Hadleigh Church, Victoria House Corner, Rayleigh Road, Woodman's Arms and the Wier Hotel.



1945 CONTINUED

WESTCLIFF-on-SEA - SERVICES FROM LEIGH-ON-SEA

These are the services of Westcliff-on-Sea Motor Services operating from Leigh-on-Sea in June 1945.



1946

APPROVAL GIVEN FOR THE CORPORATION TO OPERATE BEYOND THE COUNTY BOROUGH BOUNDARY

In July 1946, following a public enquiry, the Area Transport Commissioner gave the Corporation powers to operate beyond the town boundary, in conformity with the proposed Co-ordination agreement but this brought forth an immediate hostile reaction from the excluded operators - City Coach Company and the Bridge family, owners of the Benfleet and Canvey companies. No acceptable basis could be found to include these companies and the co-ordination scheme did not proceed.

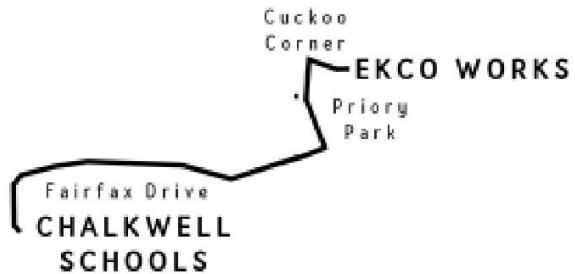
1946 CONTINUED

TO THE FACTORY GATES

The terminus for the 1944 service to the Ekco Works was on the eastern edge of Priory Park and still some distance from the works, but it was not until October 1946 that the Corporation was able to extend the service right to the factory gates.

A NEW SERVICE TO THE EKCO WORKS

From October 7th, 1946 a further Corporation Ekco Works Service also commenced, from Chalkwell Schools via Fairfax Drive and Cuckoo Corner.



CO-ORDINATION AGREEMENT FACES A LEGAL CHALLENGE

In January 1946, the Co-ordination Agreement between Eastern National Omnibus Company, Westcliff-on-Sea Motor Services and Southend Corporation was approved by the Southend Council.

The Area Traffic Commissioner approved Southend Corporation Transport operating outside of the Southend County Borough Boundary, but this decision and the legality of the Agreement was challenged by the independent operators with the City Coach Company and Rayleigh Urban District Council applying to The High Court for a decision on the validity of the Agreement. Because of the objections, the Co-ordination did not proceed.

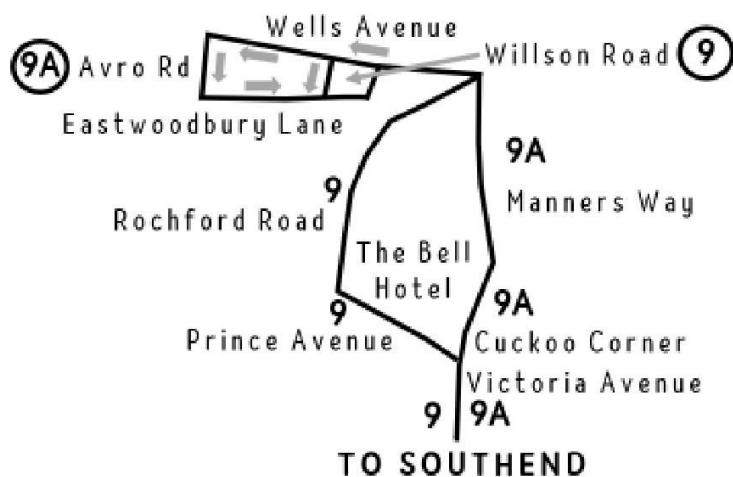


LARKS HILL THURSDAY SERVICES

From the 14th of March 1946, service 11 of the Westcliff-on-Sea Motor Services was re-introduced on Thursdays only From Southend to Larks Hill via Ashingdon and Rochford.

RE-ROUTING OF SERVICE 9 AND THE INTRODUCTION OF SERVICE 9A

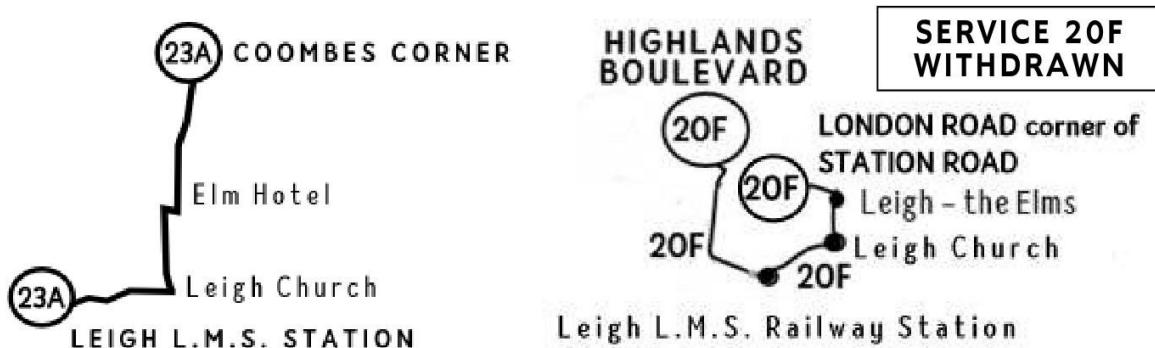
On the 1st of May 1946, the Westcliff-on-Sea Motor Services route 9 was revised to terminate at Willson Road instead of Avro Road which allowed a "one bus an hour return trip" to be accomplished on the longer route via Bell Hotel. Avro Road was served by a new route 9A via Manners Way. Both services terminated at Victoria Circus. Services 9 and 9A were particularly useful for workers employed at the civil airport of Southend. The official, post-war opening of Southend Municipal Airport took place on August 9th, 1947, although its operating licence had been issued somewhat earlier on December 31st, 1946 and consequently, flights had already been operating from the airport's 1,280 metres grass runway since the beginning of the year.



1946 CONTINUED

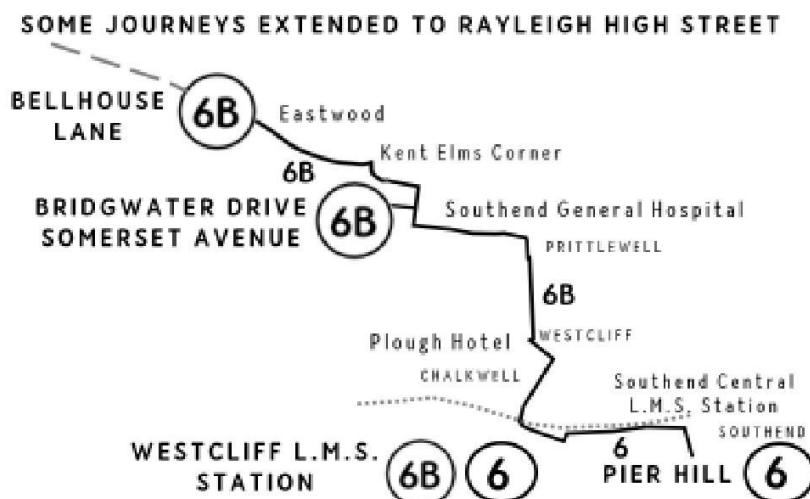
A NEW SERVICE 23A COMMENCES AND SERVICE 20F IS WITHDRAWN

On the 24th of July 1946, Westcliff-on-Sea Motor Services introduced a new service numbered 23A from Leigh Station to Coombes Corner, Eastwood via Elmsleigh Drive, and service 20F was withdrawn.



WESTCLIFF-on-SEA SERVICES 6 AND 6B

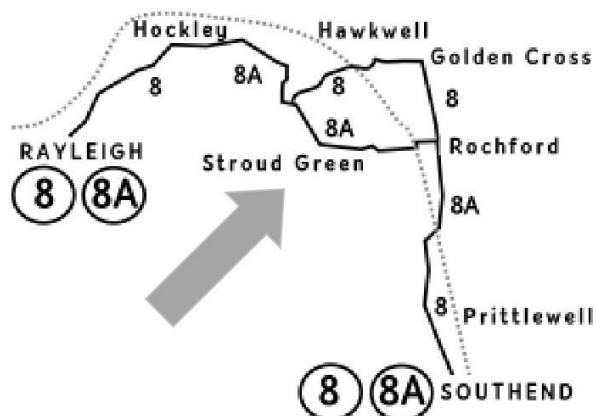
During 1946, service 6 of Westcliff-on-Sea Motor Services split at Westcliff-on-Sea L.M.S. station to become 6B with alternate journeys to Bellhouse Lane, Eastwood and Bridgewater Drive. Some journeys still ran to Rayleigh.



1947

WESTCLIFF-on-SEA SERVICES 8A

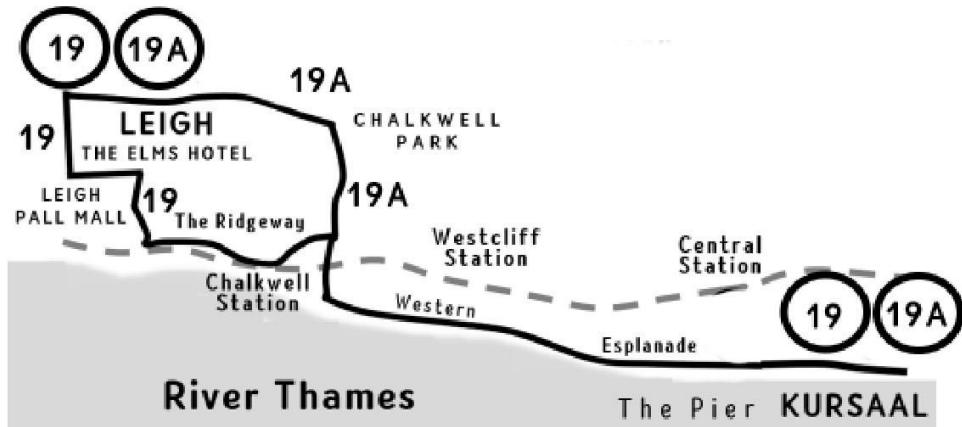
From the 27th of March 1947, Westcliff-on-Sea Motor Services journeys via Stroud Green were shown in the timetables as service 8A.



1947 CONTINUED

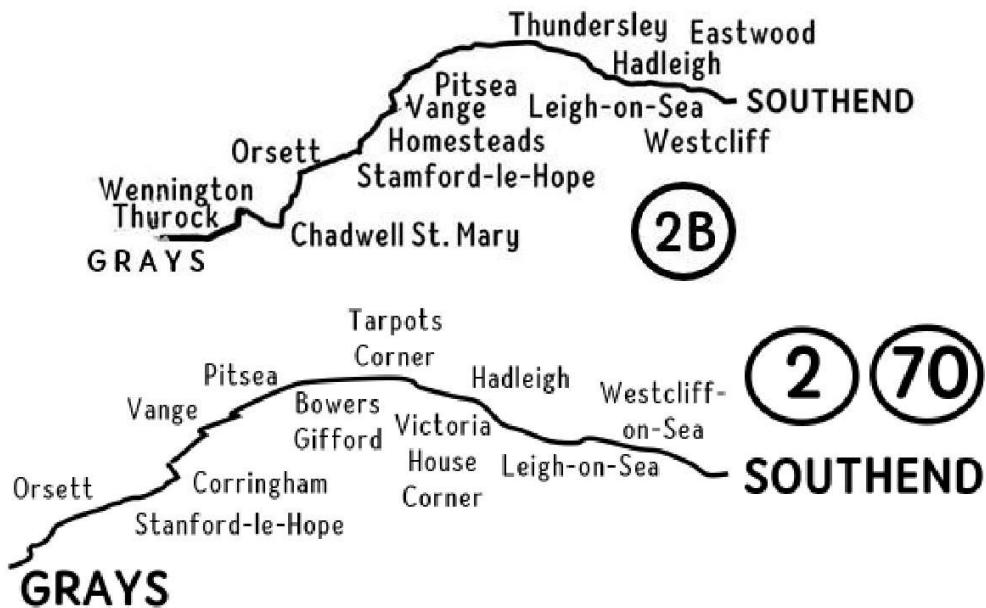
SEAFRONT SERVICES RECOMMENCE

On the 30th of June 1947 sea front services were re-introduced and service 6A was renumbered 19A and both services 19 and 19A, now terminated at the Kursaal.



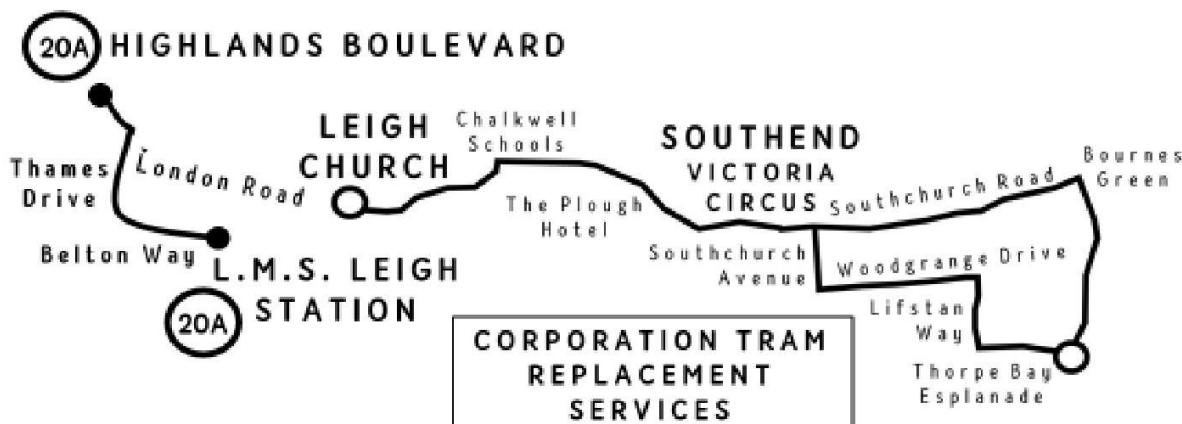
SOUTHEND-GRAYS SERVICES CO-ORDINATED

With the combination of three services operating between Southend and Grays, a 15-minute frequency on weekdays was offered. The services were 2 and 2B of the Westcliff-on-Sea Motor Services which commenced from Victoria Circus and service 70 of the Eastern National Omnibus Company, which commenced from the Southend Victoria L.N.E.R. station forecourt.



CO-ORDINATION- THE FIRST SMALL STEP

Relationships between the Westcliff-on-Sea Motor Services and the Southend Corporation Transport Department were on good terms and as no formal Area Co-ordination Agreement could be reached at this time, the two parties decided to create a "Joint Operation" by combining the Corporation motor bus services to Leigh, that replaced the trams, with the Westcliff-on-Sea Motor Services ex Thundersley, Hadleigh & District service 20A from Highlands Boulevard to Leigh L.M.S. Station. *Please see the diagram on the next page.*



FIRST JOINT SERVICE BETWEEN SOUTHEND CORPORATION AND THE WESTCLIFF-on-SEA MOTOR SERVICES

Although there was agreement between Southend Corporation, the Eastern National Omnibus Company and the Westcliff-on-Sea Motors Services to create a Southend and District Joint Omnibus Service, because of the objections to this by the City Coach Company, Rayleigh Urban District Council, Benfleet and District Motor Services and the Canvey Motor Transport Company, the agreement was never created and by 1947, the Corporation and the Westcliff-on-Sea Motors Services, decided to arrange for a joint service on the Leigh to Thorpe Bay routes.

The genesis of the Corporation bus service to Leigh Church occurred on the 9th of April 1942 when the Area Traffic Commission, after much lobbying, agreed to a "Temporary" Corporation bus service to replace the trams from Southchurch to Leigh Church via Victoria Circus and London Road.

From the 1st of October 1947, as an interim measure, Southend-on-Sea Transport Department and the Westcliff-on-Sea Motor Services Ltd. established a joint service based on the "temporary" tram replacement service established in 1942 from the "White Horse" Southchurch to Leigh Church as subsequently amended in 1944, and the Westcliff-on-Sea Motor Services route 20A.

There were two services, number 25A which ran from Highlands Boulevard to Thorpe Bay Corner via Leigh L.M.S. Station, Leigh Church, Victoria Circus, Southchurch Road, Southchurch Boulevard and Thorpe Bay Avenue whilst the 25B ran the same route except via Thorpe Bay Esplanade, Lifstan Way, York Road and Southend High Street,

In March 1944, the Corporation successfully persuaded the Commissioner to permit integration of the Leigh to Southchurch (White Horse) and Southend to Thorpe Bay and Southchurch Park routes, with the latter being extended along the sea front to Thorpe Bay.

This allowed the introduction of two basic services from April 3rd: Leigh Church - Victoria Circus and then to Thorpe Bay Corner via either Southchurch and the boulevards or via Woodgrange Drive, Lifstan Way and the sea front (*to some extent re-inventing the pre 1938 tram services*).

JOINT SERVICES 25A AND 25B COMMENCES

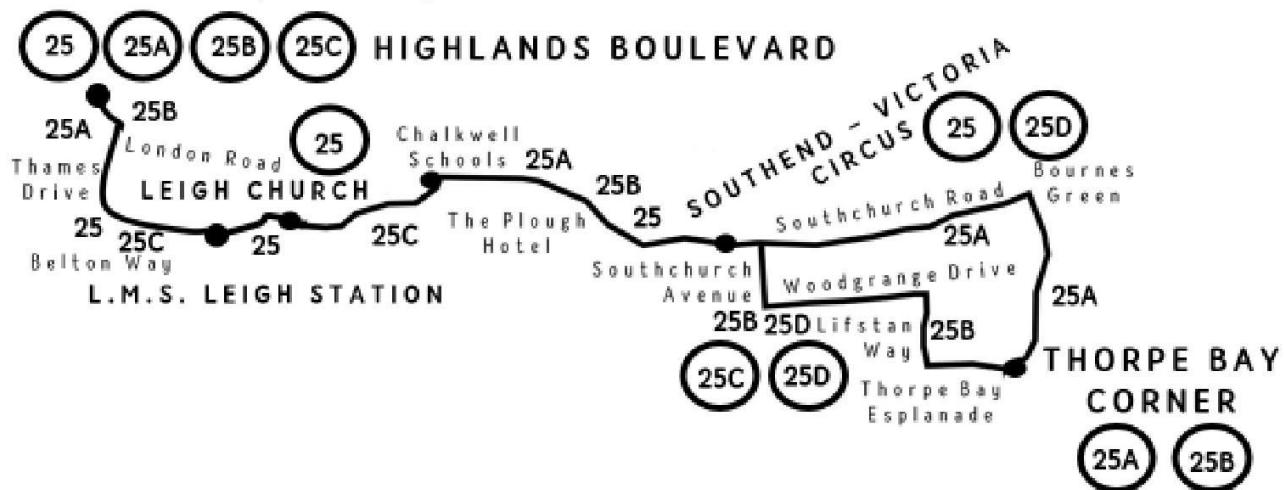
The joint operation between Westcliff-on-Sea Motor Services and Southend Corporation Transport Department began on the 1st of October 1947. The basic services were numbered 25A and 25B.

The route was Highlands Boulevard and Thorpe Bay Corner via Leigh, Southend and then Southchurch and Bournes Green as 25A or Woodgrange Drive, Lifstan Way, and the sea front as service 25B.

Short working services from Victoria Circus to Leigh/Highlands were numbered 25, whilst 25C denoted Lifstan Way to Leigh workings and 25D was also used at times for Victoria Circus - Lifstan Way.

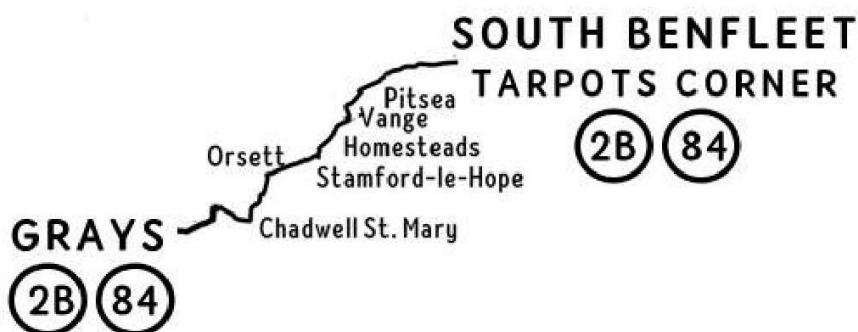
1947 CONTINUED

A basic 5-minute headway was provided on the trunk Southend to Leigh Church section, even on Sundays. Buses on the through workings generally operated as a circular from Highlands, out to Thorpe Bay as a 25A and back as a 25B, or vice versa, a run of 1 hour 23 minutes.



SHORT WORKING OF SERVICE 2B AND NEW SERVICE 84

On the 18th of May 1947, a joint hourly service was introduced from South Benfleet Tarpots Corner to Grays by the Eastern National Omnibus Company and Westcliff-on-Sea Motor Services.



SERVICES 9 AND 9A

By August 1947, the 9 and 9A services of the Westcliff-on-Sea Motor Services shared the same terminal at Willson Road, Eastwoodbury.



1948

LUTON AND DISTRICT SERVES AS A "BLUEPRINT" FOR CO-ORDINATION

On the 11th of October 1948, "Luton and District Transport" commenced as a marketing name for the co-orientation agreement between the Luton Corporation Transport Department and the United Counties Omnibus & Road Transport Co Limited. This agreement could be considered the "Blueprint" for the agreement to be formed between Southend Corporation Transport and the Eastern National Omnibus Company Ltd as approved by the Area Traffic Commissioner.

A CORPORATION ROUTE SERVES NEW HOUSING DEVELOPMENTS

New post war housing development was occurring in the north eastern part of the Borough and a licence was granted to Southend Corporation to service this area and from June 3rd, 1948 a motor bus route was introduced from Central Station to the top of Hamstel Road at the junction with Eastern Avenue, via Bournemouth Park Road and Eastern Avenue.



THE TRANSPORT ACT 1947

The Transport Act 1947 was industry changing legislation that became effective on the 1st of January 1948 and created the Government owned British Transport Commission, (B.T.C.) which had "Commission's Executives". These bodies were separately appointed and operated under what were termed 'schemes of delegation'. The Act provided for five Executives, covering Docks & Inland Waterways, Hotels, London Transport, Railways, and Road Transport.

The Road Transport Executive was permitted to "secure the provision" of road passenger services, although it did not have the general powers of compulsory purchase of bus operators. To obtain specific powers of acquisition it had first to draw up, and get approval for, a 'Road Scheme', area by area then make an "Executive Recommendation" to the Commission.



BRITISH TRANSPORT COMMISSION

The British Transport Commission immediately nationalised the "Big Four" railway companies, being the Southern Railway (S.R.), the Great Western Railway (G.W.R.), the London, Midland and Scottish Railway (L.M.S.) and the London and North Eastern Railway (L.N.E.R.). These railway companies had held shareholdings in bus companies since the passing of the Road Powers Acts of 1928, and both the L.M.S. and the L.N.E.R. together with the National Omnibus & Transport Company (E.N.O.C.) formed the Eastern National Omnibus Company in 1929. The railway companies each held 25% of the shares and the remaining 50% was held by the National Omnibus & Transport Company. In 1931, Tilling acquired a controlling interest in the E.N.O.C., though the L.M.S and the L.N.E.R. retained their shareholdings until nationalisation when their shares passed to the B.T.C.

As required by legislation, all "Businesses" owned by the British Transport Commission (B.T.C.) had to be managed and operated by a "Executive" and seven were formed to "manage" the B.T.C. Business and these included the Railway Executive and the Road Transport Executive.

1948 CONTINUED

OPERATORS IN THE SOUTHEND AREA PRIOR TO FORMATION OF B.T.C.

Prior to the formation of the British Transport Commission, the following non municipal bus operators maintained services in what was to become the "Southend Joint Omnibus Service Area".

OPERATOR	OWNERSHIP – NON-MUNICIPAL	SERVICES IN THE AREA
Benfleet and District Motor Services	The Bridge Family	South Benfleet to Southend (co-ordinated timetable - same route as Westcliff-on-Sea Motor Services) South Benfleet to Wickford (Mondays only)
Campbells'	J. W. Campbell and Sons	Commuter service between Pitsea Station and Hadleigh Church
Canvey and District Transport Company	The Bridge Family	Canvey Bridge to Leigh Beck Farm Canvey Bridge to Eastern Esplanade – Casino (Summer only)
City Coach Company	Mallender Family	London to Southend
Eastern National Omnibus Company	Tilling Group has controlling shareholding in the National Omnibus Transport Company with London and North Eastern Railway and the London, Midland and Scottish Railway	11 - Southend to Chelmsford 19 and 19A - Southend-Chelmsford-Colchester-Clacton 70 - Southend to Grays 84 - Benfleet (Tarpots) to Grays
Westcliff-on-Sea Motor Services	Tilling Group has controlling shareholding - National Omnibus Transport Company has a small shareholding	Twenty-four services in operation – two jointly with Southend Corporation Transport Department

TILLING SELLS TO THE BRITISH TRANSPORT COMMISSION

Apart from the transfer of the railway holdings to the British Transport Commission, all of whom were almost bankrupt, there were no compulsory purchases made by the Commission.

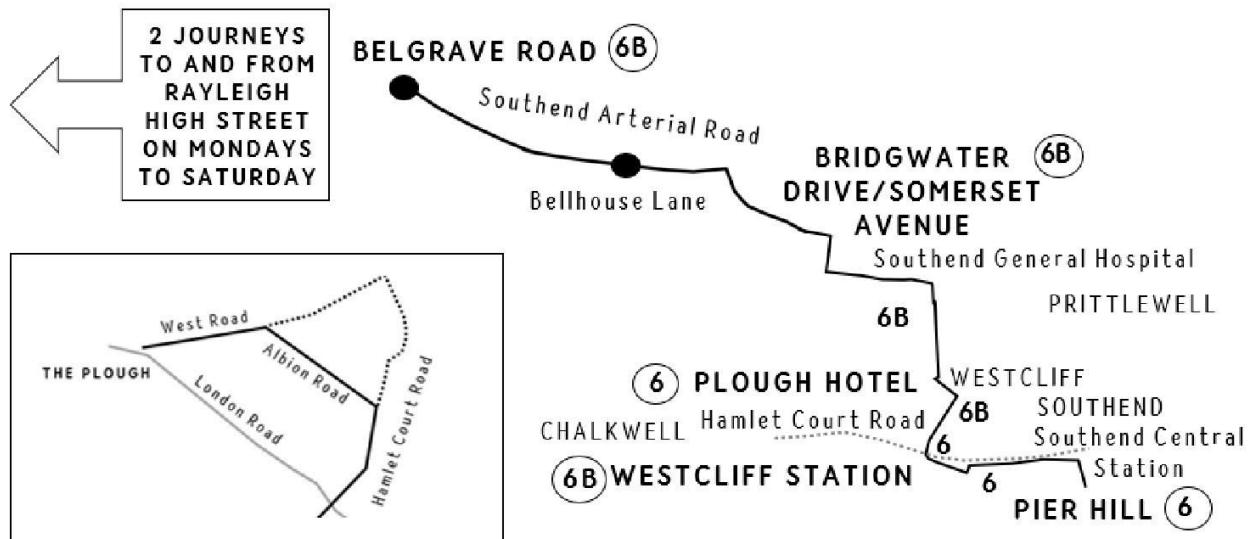
However, the Chairman of the Tilling Group decided there would be a better chance of obtaining the best terms for the Tilling shareholders through a voluntary sale to the BTC rather than a compulsory purchase. Therefore, negotiations between Tilling's and the BTC took place with a successful sale occurring to the BTC in 1948 with the take-over of all the Tilling holdings on the 1st of January 1949.

Consequently, both the Eastern National Omnibus Company and the Westcliff-on-Sea Motor Services became "State Owned" on the 1st of January 1949.

WESTCLIFF SERVICES 6 and 6B

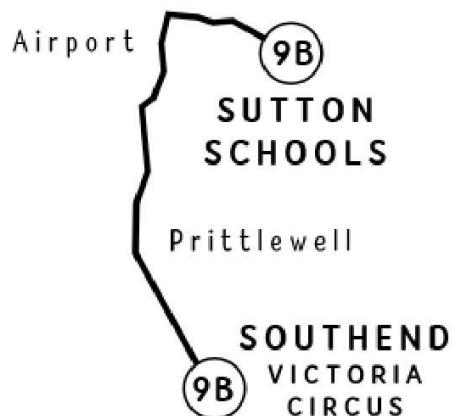
On the 21st of July 1948, Westcliff-on-Sea Motor Services route 6B from Westcliff railway station was extended for alternative services from Bridgewater Drive to Belgrave Road via the Southend Arterial Road with two journeys to and from Rayleigh High Street. Also, on route 6, a short cut was created at the Plough Hotel terminus using Albion Road as a "cut off" from Hamlet Court Road and West Road. *Please see diagram on the next page.*

1948 CONTINUED



NEW WESTCLIFF SERVICE 9B

On the 29th of December 1948, Westcliff-on-Sea Motor Services introduced a new service to Sutton Schools from Victoria Circus via Manners Way as service 9B.



SERVICE 21 EXTENDED

Later in 1948, the Westcliff-on-Sea Motor Services route 21 was extended from Southbourne Grove to Hobleythick Avenue via Carlton Avenue.

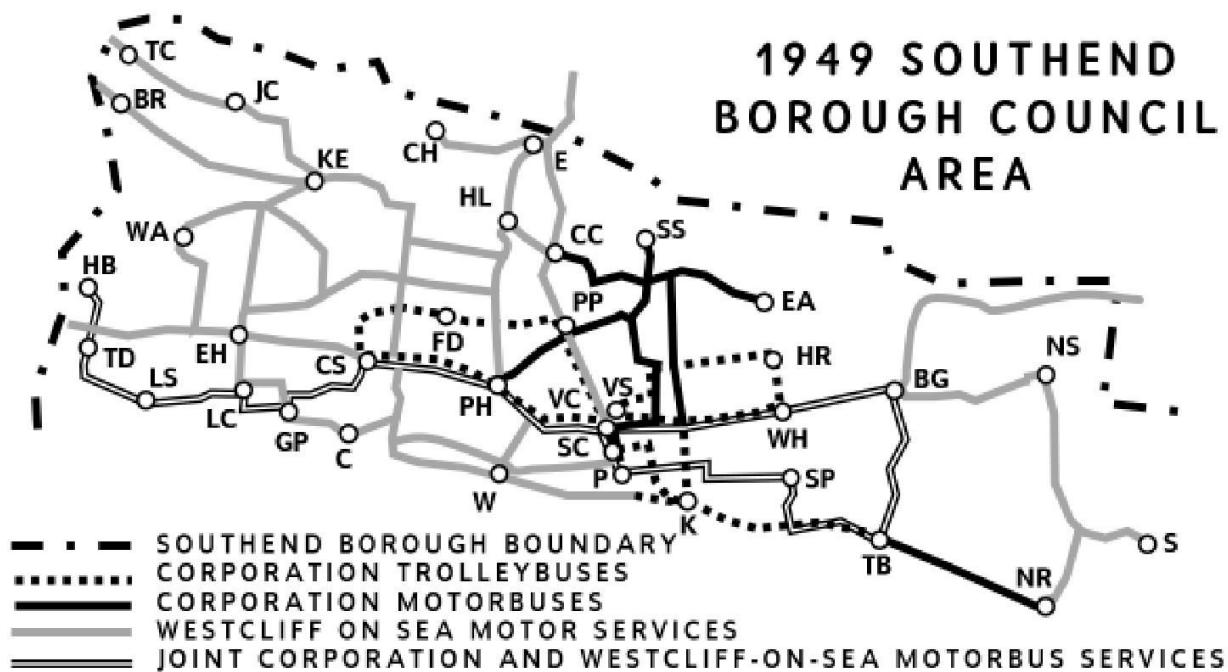


POST WAR SERVICES ON CANVEY ISLAND

Canvey's "Main Road" service operated throughout the Second World War but the summer service to the Casino did not recommence until 1948.

1949

1949 SOUTHEND BOROUGH COUNCIL AREA



BG - Bournes Green
 BR - Belgrave Road
 C - Chalkwell Station
 CC - Cuckoo Corner
 CH - Cockethurst Corner
 CS - Chalkwell Schools
 E - Eastwoodbury
 EA - Eastern Avenue
 EH - Elm Hotel
 FD - Fairfax Drive
 GP - Grand Parade
 HB - Highlands Boulevard

HL - Hobleythick Lane
 HR - Hamstel Road
 JC - Jones' Corner
 K - Kursaal
 KE - Kent Elm Corner
 LC - Leigh Church
 LS - Leigh Station
 NR - Ness Road
 NS - North Shoebury
 P - Pier Hill
 PH - Plough Hotel
 S - Shoeburyness

SC - Southend Central Station
 SP - Southchurch Park
 SS - Sutton Cemetery
 TB - Thorpe Bay
 TC - The Chase
 VC - Victoria Circus
 VS - Southend Victoria Station
 W - Westcliff Station
 WA - Woodcutters Arms
 WH - White Horse

WESTCLIFF-on-SEA MOTOR SERVICES



WESTCLIFF-ON-SEA MOTOR SERVICES 1949

1949

TILLINGS - BUSINESS AS USUAL

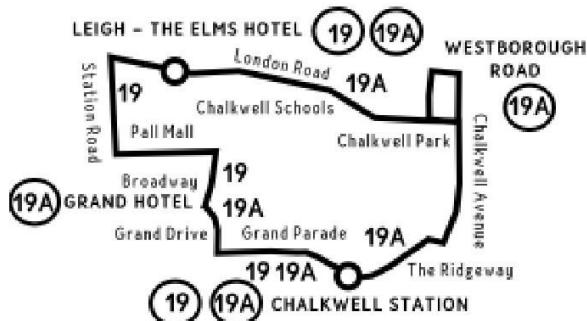
As far as the travelling public were concerned, the nationalisation of the Tilling Group in 1949, had little visual or organisational effect.

George Cardwell, who had been an executive of The Tilling Group since 1930 and a chairman of many of their bus companies, was appointed the first chairman of the British Transport Commission (B.T.C.) Road Transport Executive. Therefore, several ex-Tillings Chief Officers were appointed to control of the ex-Tillings bus operations nationalisation by the B.T.C. and no changes were made to the livery or operations of the buses, and the timetables were the same except the Tilling logo was removed.

WESTCLIFF SERVICES 19 AND 19A

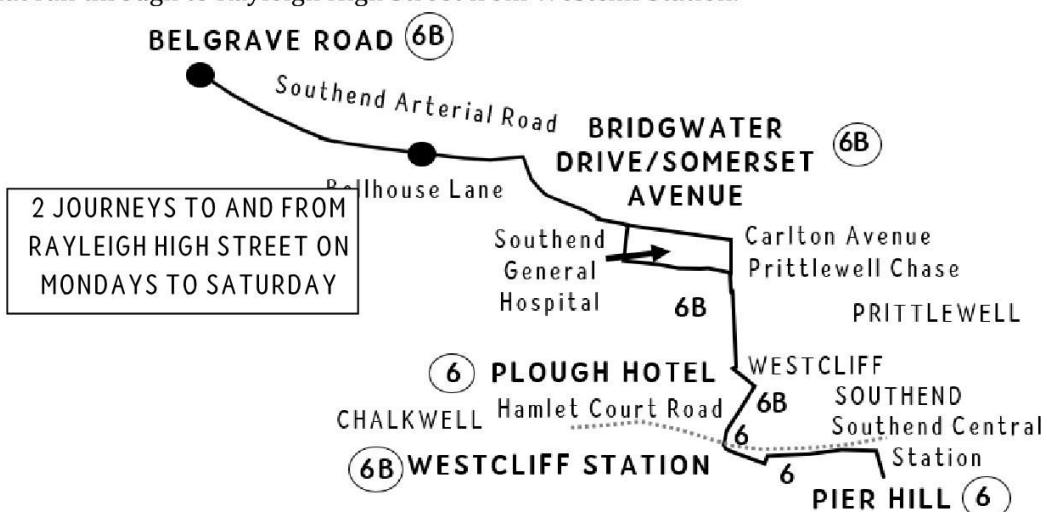
From the 19th of January 1949, Westcliff-on-Sea Motor Services introduced the winter timetable on routes 19 and 19A, which operated as a "Circular" service from Leigh – The "Elms Hotel" to Chalkwell Station via the Grand Hotel as service 19 and then from Chalkwell Station back to the "Elms Hotel" via Chalkwell Park and Chalkwell Schools as service 19A. During the morning and evening "peaks", an addition service operated as service 19A from the Grand Hotel to Westborough Road via Chalkwell Station.

Demand for the circular service during the winter months fell below expectations and from the 9th of April 1949, only the 19A service from the Grand Hotel to Westborough Road operated although two services did run in the morning between the Grand Hotel and the "Elms Hotel". Finally, from the 15th of June 1949, the service only ran as 19A between Chalkwell Station and Westborough Road to supplement the summer 19 service.



WESTCLIFF SERVICE 6B

From the 28th of September 1949, Westcliff-on-Sea Motor Services altered the route of service 6B to run alternatively via Carlton Avenue instead of Prittlewell Chase. No change was made to the few 6B services that ran through to Rayleigh High Street from Westcliff Station.



1949 CONTINUED

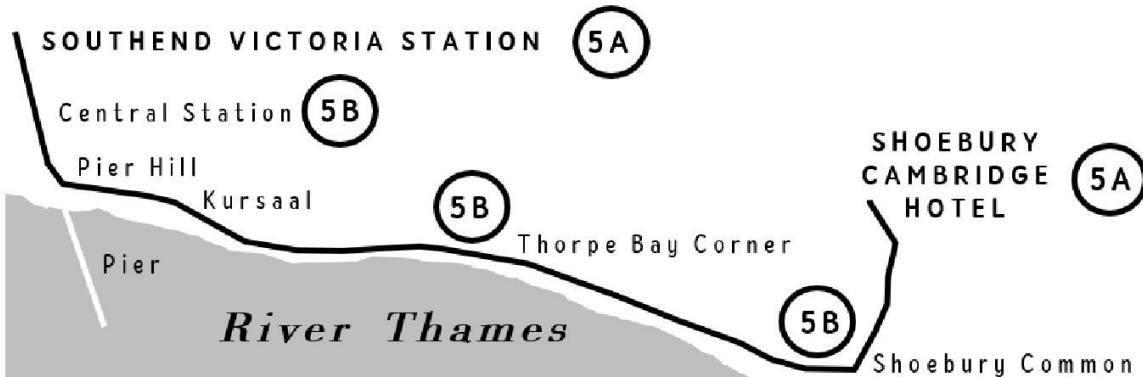
SHOEBURY COMBINED SERVICE

The Corporation had always wanted to extend its Shoebury Common service to the Cambridge Hotel in Shoebury Town but was thwarted by objections from the Westcliff-on-Sea Motor Services which ran service 5 from the same points but by a different route.

However, with the effluxion of time and a growing move towards co-ordination, an application was made by the Corporation to the Area Traffic Commissioner to extend their Shoebury service at both ends - from Southend Central station to Southend Victoria station and from Shoebury Common to The Cambridge Hotel.

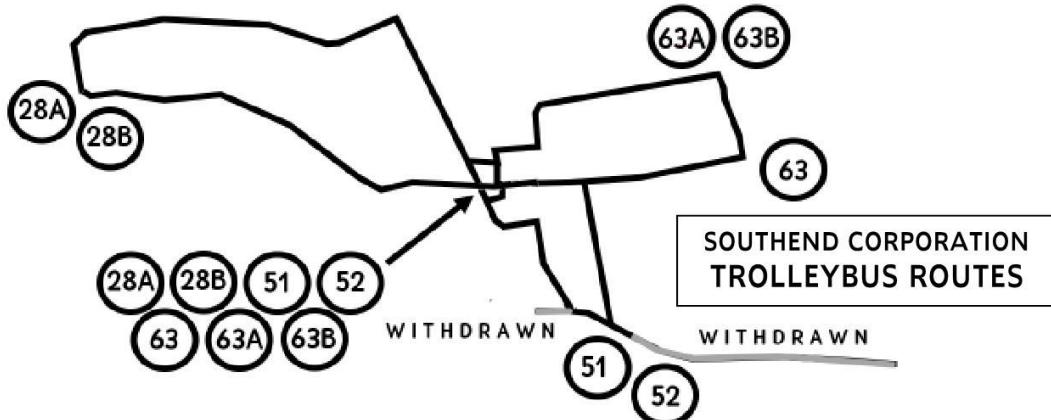
Westcliff-on-Sea Motor Services had no objections to the extension on the conditions of the pooling of revenues based on milage run and that the Corporation permitted Westcliff-on-Sea Motor Services to charge normal fares throughout their route; other services along Southchurch Road and on the London Road as far as Chalkwell Schools (except the joint 25 group) had a 3d protective fare which dated back to tramway days.

A Joint Agreement between the Southend Corporation Transport Department and the Westcliff-on-Sea Motor Services came into effect on the 7th of December 1949 regarding services to Shoebury. Westcliff's service 5 continued unchanged but the Corporation's 5A service now started from Victoria Station and was extended beyond Shoebury Common to Shoebury Town - the Cambridge Hotel. The summer service 5B to Shoebury Beach was withdrawn, but 5B was retained for short workings to and from Central Station to Thorpe Bay Corner or Shoebury Common.



CORPORATION SERVICE NUMBERS

With the potential co-ordination of the public transport services under an Area Agreement, Southend Corporation Transport decided to number its motor bus and trolleybus services around 1949 and to use numbers in the 50's and 60's although some numbers below those had been chosen to compliment the Westcliff-on-Sea Motor Services routes.



1949 CONTINUED

TROLLEYBUSES

- 28A - Victoria Circus and Chalkwell Schools via London Road
- 28B - Victoria Circus and Chalkwell Schools via Fairfax Drive
- 51 - Victoria Circus and the Kursaal via Southchurch Avenue
- 52 - Southend High Street and the Kursaal via the Seaway
- 63 - Southend High Street and Southchurch White Horse via Southchurch Road
- 63A - Victoria Circus and Hamstel Road via North Avenue
- 63B - Victoria Circus and Hamstel Road via Southchurch Road

SHORT WORKINGS

- Southend High Street and Lonsdale Road via North Avenue
- Victoria Circus and Wellington Avenue (Nelson Street) via Fairfax Drive

EASTERN CIRCULAR

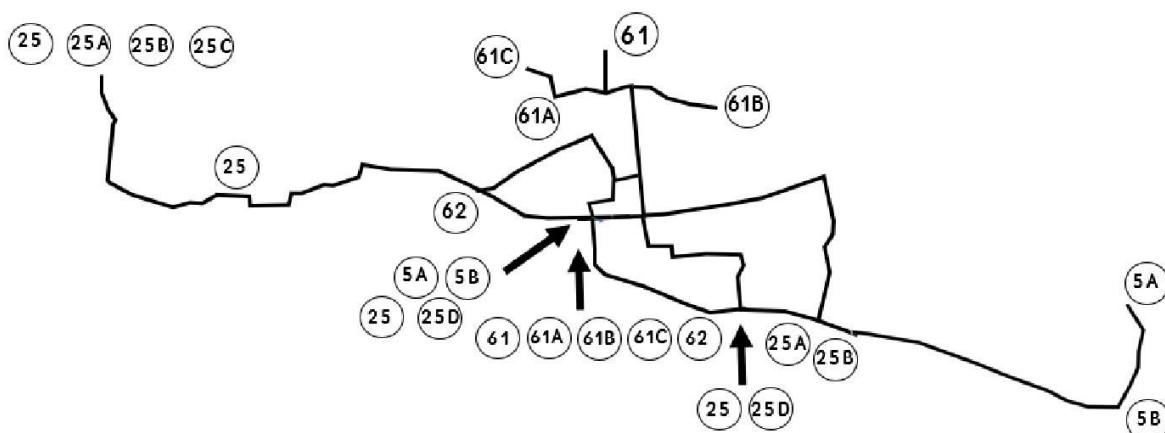
- Clockwise 63A - Victoria Circus and Hamstel Road via North Avenue then 63B to Victoria Circus via Southchurch Road
- Anti-clockwise 63B - Victoria Circus and Hamstel Road via Southchurch Road then 63A to Victoria Circus via North Avenue

WESTERN CIRCULAR

- Clockwise 28A - Victoria Circus and Chalkwell Schools via London Road then 28B from Chalkwell Schools to Victoria Circus via Fairfax Drive
- Anti-clockwise 28B from Victoria Circus to Chalkwell Schools via Fairfax Drive then 28A from Chalkwell Schools to Victoria Circus

EASTERN AND WESTERN CIRCULARS LINKED

Most trolleybuses operating services on the Eastern Circular would continue as a Western Circular service and those running every other Western Circular service would proceed around the Eastern Circular route.



MOTOR BUSES

- 5A - Southend (Victoria Station) - Shoebury (Cambridge Hotel) via Pier Hill, the Kursaal, Eastern Esplanade, Thorpe Bay Corner and Shoebury Common
- 5B - Southend Central Station to Thorpe Bay Corner or Shoebury Common via Pier Hill, the Kursaal, and Eastern Esplanade,
- 25 - Southend Victoria Circus - Leigh Highlands Boulevard or Leigh Church via London Road
- 25A - Leigh Highlands Boulevard - Thorpe Bay Corner via Victoria Circus, Southchurch Road, Bournes Green and Thorpe Avenue
- 25B - Leigh Highlands Boulevard - Thorpe Bay Corner via Victoria Circus, Southchurch Road, Southchurch Avenue, Woodgrange Drive, Listan Way and Esplanade.
- 25C - Leigh Highlands Boulevard - Listan Way via Victoria Circus, Southchurch Road, Southchurch Avenue and Woodgrange Drive.

1949 CONTINUED

25D - Victoria Circus - Listan Way via Victoria Circus, Southchurch Road, Southchurch Avenue and Woodgrange Drive.

61 - Central Station - Sutton Cemetery

61A - Central Station - Priory Crescent

61B - Central Station - Eastern Avenue (Hamstel Road)

61C - Central Station - Ekco Works via Cuckoo Corner

62 - Central Station - Plough.

DANCES

Evening services were operated from Southend - Pier Hill and the Kursaal to Southchurch on Friday and Saturday nights.

(The Bryant Avenue summer service and the works service from Chalkwell Schools to the Ekco works were not numbered until about the time of the co-ordination agreement).

1950

WESTCLIFF SERVICE 6B

From the 24th of May 1950, most services on the Westcliff-on-Sea Motor Services route 6B were extended to Belgrave Road. *Please see diagram on page 97.*

WESTCLIFF ROUTE 11 - NEW CIRCULAR SERVICE

From the 22nd of November 1950, a new circular service was introduced by Westcliff-on-Sea Motor Services during school terms. It ran from Southend, Victoria Circus as service 11 to Larks Hill and Ashingdon via Rochford and Great Stambridge and returned to Southend as a service 7 via Rochford.



B.T.C. EASTERN AREA ROAD SCHEME

Following the establishment of the British Transport Commission (BTC) in 1948, there was an expectation that "Area Schemes" for the co-ordination of public road transport would be developed by the Transport Executive on behalf of the Area Commissions. *Busies Illustrated* number 3 in March 1950, suggested an Area Scheme would be developed for the Eastern Area.

One Area Scheme had already been published - the North East Area Road Scheme centred on Newcastle-on-Tyne, and had received criticism from up to seventy parish, town, district, and county councils in the Area together with the independent bus operators.

However, by the end of 1950, it became clear that the proposal for an Eastern Area Scheme was meeting opposition as recorded in the 10th of November 1950 edition of "*Commercial Motor*"; -

B.T.C. Climbs Down in Eastern Area

HAVING met with much opposition, the British Transport Commission has now suggested a revision of the eastern area passenger transport scheme proposed a year ago. Local authorities in East and West Suffolk, Norfolk, Cambridgeshire, and the Holland division of Lincolnshire have been asked to make representations on the revised plan by November 30.

The new area is less than half the one originally suggested but the B.T.C. has made it clear that the new scheme has been put up to discover the views of local authorities on what would be a convenient operational area.

Described as a tentative suggestion, the new area includes the operational territory of the Eastern Counties Omnibus Co., Ltd., and the municipal undertakings of Yarmouth, Lowestoft, and Ipswich.

A statement issued by the secretary of the East Anglian branch of the Omnibus Passengers' Protection Association emphasizes that as the first move for a year concerning this area, this action might be taken as an admission by the Road Passenger Executive that local opposition is a tough obstacle.

1950 CONTINUED

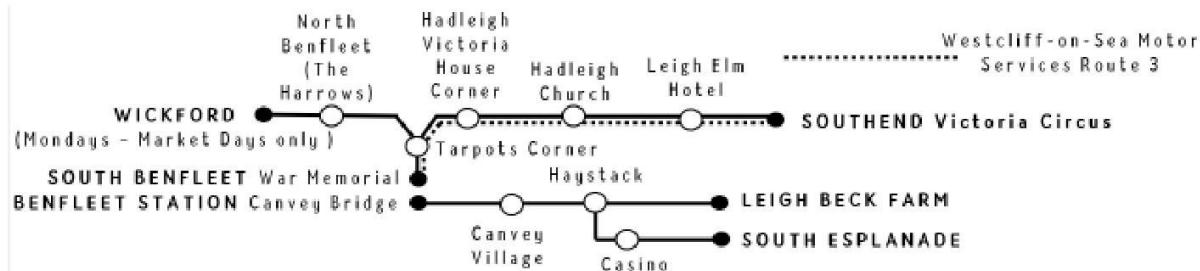
"Clearly," continues the statement, "the idea behind the truncated plan is to sweep the three municipal systems, together with the small private concerns, into the maw of the already publicly owned (ex-Tillings) system. If this is the aim it will be vigorously resisted by both the public and the destined victims."

The Labour Government, that created the BTC, won by a slim majority in the 1950 General Election but lost to the Conservatives in the subsequent 1951 General Election, so any "initiatives" by the B.T.C, like the unpopular Area Schemes", were never implemented due to a lack of "political will".

1951

BENFLEET AND DISTRICT AND CANVEY AND DISTRICT SOLD TO THE B.T.C.

On the 2nd of March 1951, Westcliff-on-Sea Motor Services took over the family operations of Benfleet and District Motor Services and the Canvey Motor Transport Company. The family had sold their businesses to the British Transport Commission (B.T.C.) which allocated the operations to the Westcliff-on-Sea Motor Services, which already operated the route 3 service from South Benfleet to Southend so the Benfleet and District Motor Services timings on their service 3 were incorporated into Westcliff's. The owners of the acquired companies transferred two 1930's built "Art Deco" style garages, one at Hadleigh (Victoria House Corner) and one at Canvey, Leigh Beck Farm to the B.T.C. and 31 double decker buses for a total purchase price of £127,500. for both companies, equivalent to £2.8 million in 2020. (The average weekly wage in 1951 was approximately £8.60p.)



TRANSPORT MINISTER DID NOT AGREE TO EASTERN AREA SCHEME

In July 1951, the Ministry of Transport stated the eastern area scheme for passenger transport could not possibly become law unless, in the process of local opinion being expressed, it gathered a large measure of public support.

NEW ROUTES 26, 26A AND 27

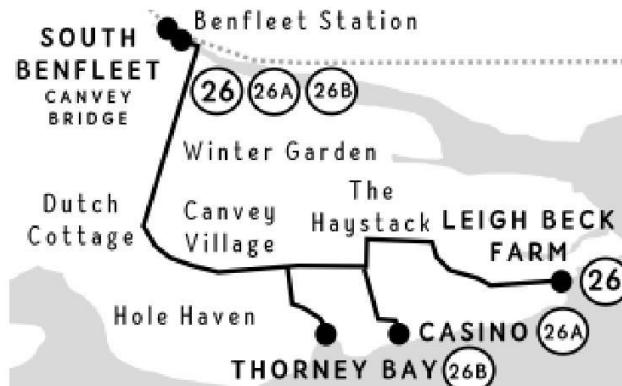
Westcliff-on-Sea Motor Services allocated the following service numbers to the Benfleet and Canvey routes; -

3 – existing Westcliff-on-Sea Motor Services

26 – South Benfleet (Canvey Bridge) to Canvey (Leigh Beck Farm) via "The Haystack",

26A – South Benfleet (Canvey Bridge) to Canvey (Casino)- summer service.

27 – South Benfleet (War Memorial) to Wickford via North Benfleet and Nevendon (Mondays – Market Days only)



1951 CONTINUED

NEW SUMMER SERVICE ON CANVEY ISLAND

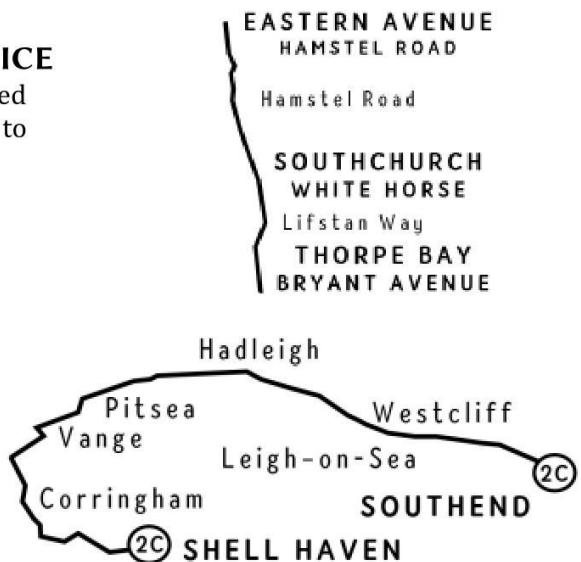
In mid-1951, Westcliff-on-Sea Motor Services introduced a summer weekend service on Canvey Island as service 26B between South Benfleet (Canvey Bridge) to the Thorney Bay Holiday Camp.

NEW CORPORATION SUMMER ONLY SERVICE

On May 10th, 1951, a summer only service was introduced by the Corporation along Hamstel Road and Lifstan Way to terminate at Bryant Avenue at Thorpe Bay.

NEW SERVICE TO SHELL HAVEN

Developments of oil refineries on the north shores of the Thames Estuary and the River Thames commenced in the early post war period and the Westcliff-on-Sea Motor Services extended some journeys on route 2 to Shell Haven – the location of the refineries. On the 30th of September 1951, a new service commenced as 2C to operate from Southend to Shell Haven.



1952

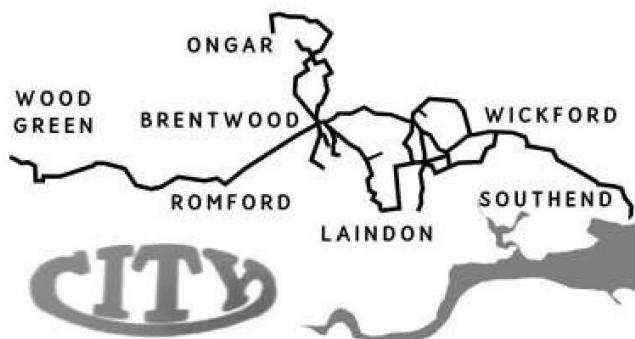
CITY SELLS OUT TO THE BRITISH TRANSPORT COMMISSION

The Mallender family, which owned the City Coach Company, sold the company assets to the British Transport Commission, which in turn, handed it to Westcliff-on-Sea Motor Services for operations and management purposes on the 17th of February 1952.

Approximately 114 City Coach Company vehicles were added to the Westcliff fleet, which was almost equalled its existing fleet size of approximately 123. City's head office and garage at Brentwood were transferred to Westcliff-on-Sea Motor Services as were the coach stations at London, Wood Green and Tyler's Avenue, Southend.

City's "Jewel in the Crown" was the stage carriage service between London, Wood Green and Southend, that ran almost every 15 minutes daily and was famous for its promise that, provided passengers arrived at Tyler's Avenue prior to the last departure time of the day, no matter how many people were queuing, all would be provided with a bus service to their destination with the use of duplicate buses.

Apart from the Southend to London route, all other routes were based on Brentwood, Laindon, Wickford and Ongar which were purchased from several operators over the years. The service numbers for these City Coach Company services were numbered by Westcliff-on-Sea Motor Services from 250 to 261 with the London to Southend service being numbered 251.



1952 CONTINUED

RE-DISTRIBUTION OF OPERATIONS

One of the roles of the British Transport Commission (B.T.C.), was the efficient management of the bus companies owned by the B.T.C. and they did this by delegating their responsibilities to the B.T.C. Road Transport Executive.

Since its establishment in 1948, the Road Transport Executive focused on the efficiency of the bus services and this involved ensuring the "geographic territories" of the B.T.C. owned bus companies were able to provide efficient operations.

Consequently, several changes were made to the "boundaries" of the bus operators including the in 1952, the transfer of the Eastern National eastern section to United Counties as it was more logical to have a head office at Northampton for the Northamptonshire area rather than Chelmsford which was Eastern National's Head Office.

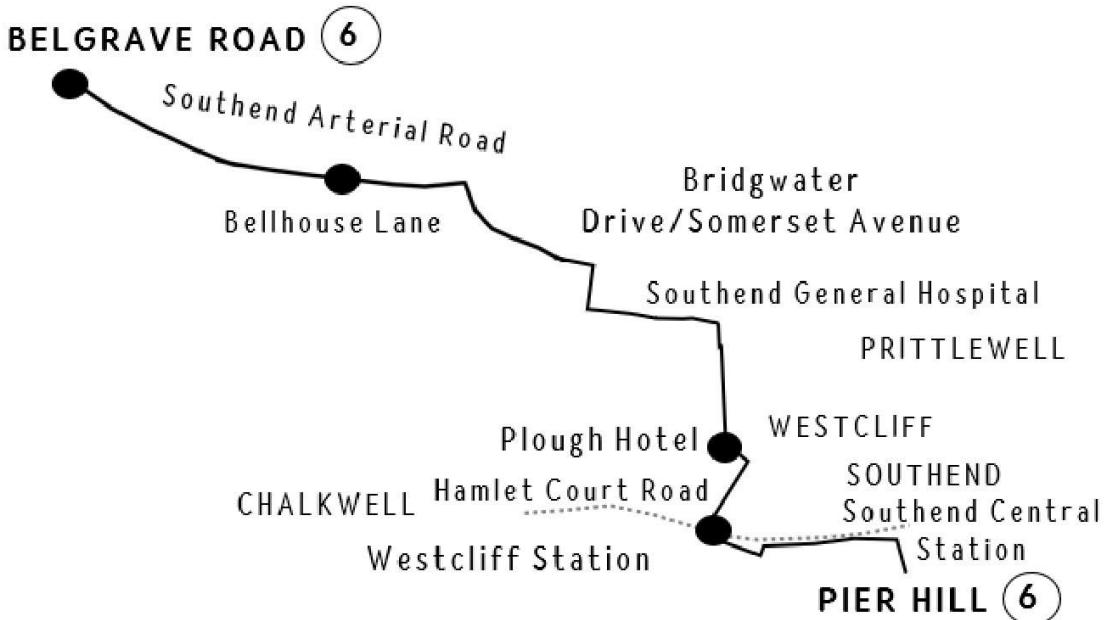
In 1951, the Eastern National services in the Grays area were re-arranged with services operated by the London Passenger Transport Board (L.P.T.B.) and this "re-organisation" allowed for "cross town services" which were severed when the L.P.T.B. was established in 1933 and the London Transport Area boundary split Grays in two between the L.P.T.B services and Eastern National services.

EASTERN NATIONAL TAKES OVER WESTCLIFF

With the loss of its Eastern Area and the 250 buses that were transferred to United Counties Omnibus Company Ltd., Eastern National was "compensated" by the Road Transport Executive with the transfer of the whole of the Westcliff-on-Sea Motor Services company on the 18th of May 1952, and from that date, all buses were delivered in "Tilling Green and Cream" with a "Westcliff" fleet name and a re-painting programme was immediately introduced for existing vehicles. The last "Westcliff" timetable was June 1952.

WESTCLIFF-on-SEA SERVICE CHANGES

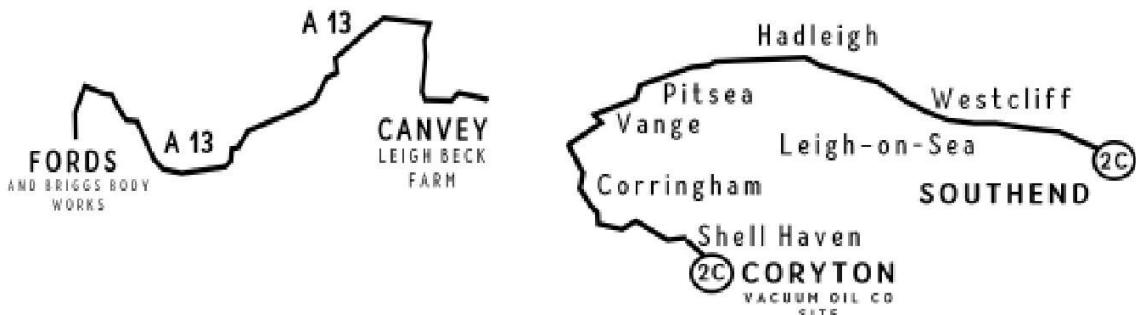
In the last Westcliff-on-Sea Motor Services timetable dated 1st of June 1952, services 6 and 6B were shown as one service numbered 6.



1952 CONTINUED

SPECIAL SERVICE FOR FORD WORKERS

In July 1952, Westcliff-on-Sea Motor Services received a licence to operate a works service from Canvey Leigh Beck to Dagenham Fords factory and the Briggs Motor Bodyworks via the A13 trunk road, restricted to employers of both these businesses only.

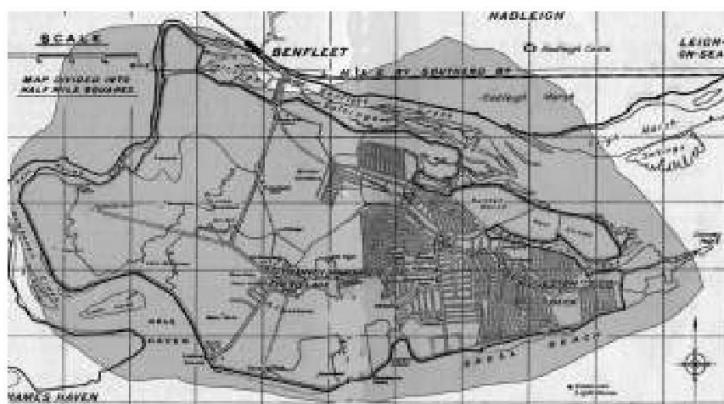


Also, in July 1952, Westcliff-on-Sea Motor Services route 2C was extended to the Vacuum Oil Company site at Coryton.

1953

EAST COAST FLOOD

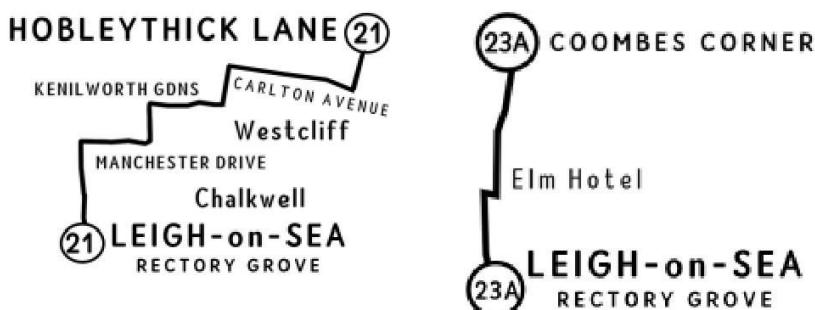
On the night of the 31st of January 1953, a combination of an extremely low-pressure system in the North Sea combined with a high spring tide resulted in the East Coast Floods. Canvey Island was inundated, its land being below sea level, and despite being on an embankment, part of the London to Southend railway line between Leigh-on-Sea and Benfleet, was flooded. Eastern National as Westcliff-on-Sea Motor Services played a major effort in evacuating the 13,000 survivors and running a rail replacement service between Leigh and Benfleet. In recognition of the work of the volunteers, W.V.S. and army personal during the Floods, the "Red Cow" at Canvey Village was renamed "The King Canute".



WESTCLIFF-on-SEA MOTOR SERVICES CHANGES

From the 15th of March 1953, service 21 was re-introduced on Sundays running from Leigh (Rectory Grove) to Prittlewell (Hobleythick Lane)

A Sunday service was also introduced on service 23A from Leigh - Rectory Grove to Eastwood - Coombes Corner.

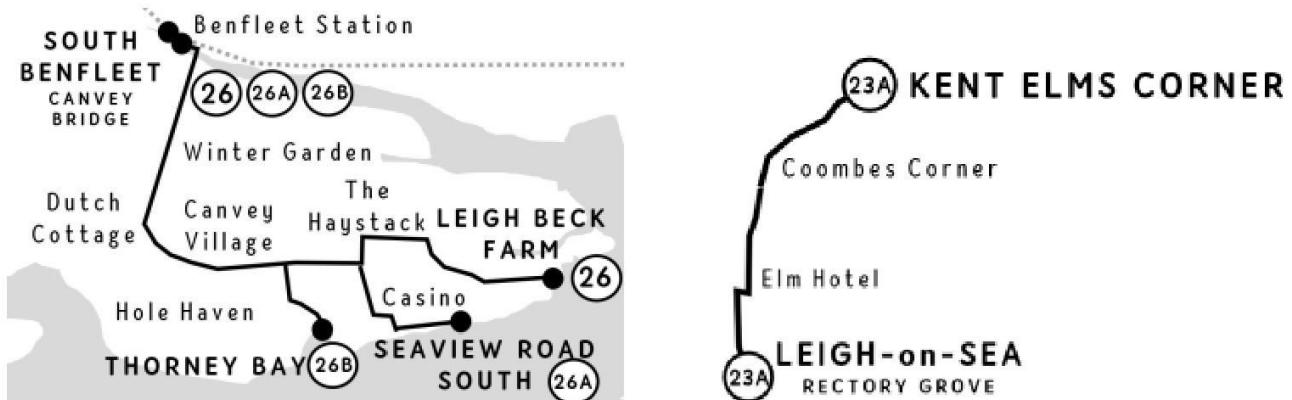


1953 CONTINUED

WESTCLIFF-on-SEA MOTOR SERVICES CHANGES continued

Eastern National service 70 commenced its run to Grays from Southend Victoria Station and from the 5th of April 1953, Westcliff-on-Sea Motor Services routes 2 and 2B also commenced from the same location as service 70 instead of Victoria Circus,

From the 19th of April 1953, service 26A was extended from the Casino to Seaview Road South via Eastern Esplanade and operated daily.

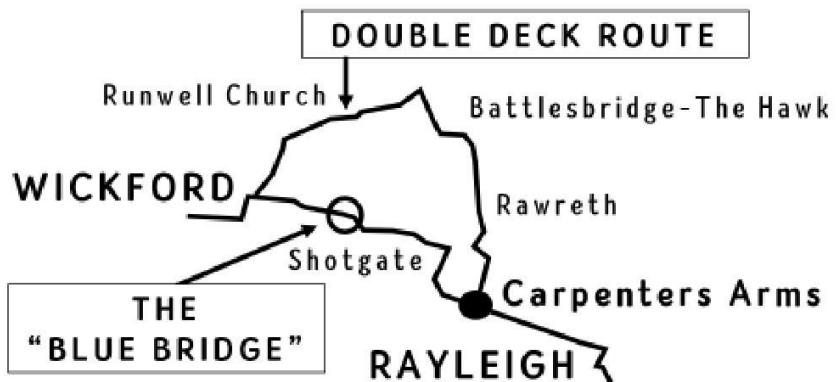


From 24th of the May 1953, the Westcliff-on-Sea Motor Services route 23A was extended from Coombes Corner to Kent Elms Corner. From the 28th of June, the terminus for services 23 and 23A was transferred from Rayleigh Road to Broomfield Road

THE "CITY" ROUTE 251- SHOTGATE "BLUE BRIDGE" DIVERSION

In 1947, The City Coach Company started to take delivery of double decker buses and although some were of a "Low Bridge" design, they were still not low enough to go under the "Blue Bridge" railway bridge at Shotgate on the London (Wood Green) to Southend service. Consequently, the double deckers were used on a diversion from Rawreth (Carpenter Arms) to Wickford via Battlesbridge and Runwell as an "Express Service" with no stops as it was in "Eastern National Territory".

From 24th of the May 1953, the Westcliff-on-Sea Motor Services timetable for service 251 showed the main route running via the "Express Route", but now with stops, every 15 minutes, with a half hour "shuttle" service running between Rawreth (Carpenter Arms) and Wickford via Shotgate.



1953 CONTINUED

SERVICE 2B AND 84 CHANGES

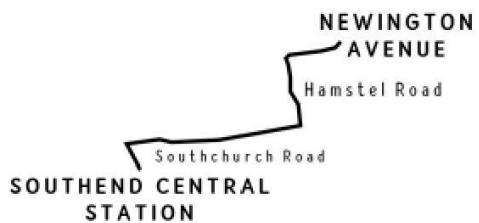
From the 23rd of August 1953, the hourly 2B journeys between Tarpots Corner and Grays was amended to run from Basildon (Whitmore Way) and service 84 was amended to follow this route.



NEW CORPORATION BUS SERVICE NUMBER 64

64

From the 21st of June 1953, the final Corporation motor bus service to link the new housing estates with the Town Centre was introduced as service 64 operating from Central Station to the Newington Avenue estate via Southchurch Road.



1954

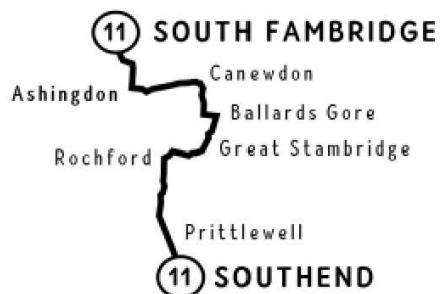
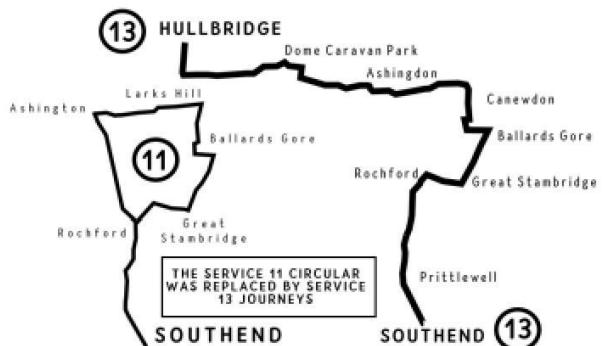
THREE NEW IRREGULAR WESTCLIFF-on-SEA SERVICES

On the 31st of May 1954, Westcliff-on-Sea Motor Services introduced three new irregular services. The joint Eastern National Omnibus Company and the Westcliff-on-Sea Motor Services combined timetable for the 1st of June 1954 showed the following: -

Service 13 - two Thursday only services from Southend Victoria Circus to Hullbridge, The Anchor via Rochford, Stambridge, Ballard's Gore, Canewdon, Ashingdon, and the Dome Caravan Park. Three services ran on Saturdays (none on Sundays) and of those, one only ran from Ashingdon Schools to Hullbridge. Only two services ran on Mondays to Fridays - one in the morning from Southend Victoria Circus to Ashingdon Schools and returning to Southend via route 7 - and an afternoon services starting as a route 7 from Southend and then service 13 from Ashingdon to Southend.

This service replaced the service 11 circular service introduced on the 22nd of November 1950.

Service 11 - this was a "Saturdays only" service with one trip from South Fambridge at 13.52 to Southend with a return service at 19.52 arriving at South Fambridge by 20.35. There was also a "short working" on Saturdays from Ashingdon to South Fambridge at 13.53 with a return from South Fambridge to Ashingdon at 20.34.

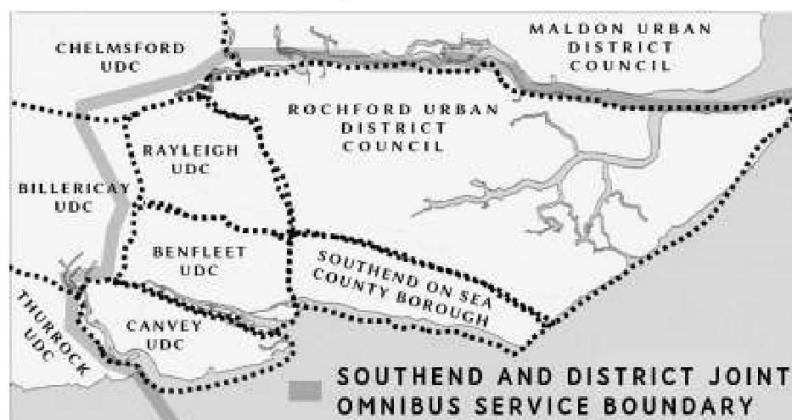


New service 14 for factory workers - The third irregular service was introduced as service 14 running between Southend and Romford via the Southend Arterial Road to service the needs of factory workers. The joint Eastern National Omnibus Company and the Westcliff-on-Sea Motor Services combined timetable for the 1st of June 1954 showed just three Monday to Friday afternoon journeys from Southend - one to Basildon, one to the Costain Factory at East Horndon and one from Rayleigh Wier Hotel to Romford. On Monday to Friday mornings, there was one journey from Romford to Rayleigh and one to Southend. There were three afternoon services, one from Basildon to Southend and one to Rayleigh Weir Hotel and one from Romford to Southend, Saturday services were also provided for factory workers. The timetable also showed connections for service 2A to Romford. *Please see diagram on the next page.*



DATE SET FOR SOUTHEND AND DISTRICT CO-ORDINATION

After years of negotiations, the Southend County Borough Council approved the establishment of a Joint co-ordination agreement with the Eastern National Omnibus Company, which had absorbed all bus operators in the co-ordination area except J. W. Campbell and Sons which ran service 6, for the benefit of commuters, between Pitsea Station and Hadleigh. The target date set for the commencement of the agreement was the 1st of April 1954, and in January 1954, licenses were sought by "Westcliff" and the Corporation for each other's routes in the geographic area of the agreement. The area followed the River Crouch from the Thames Estuary to Battlesbridge then south to include Rettendon (Turnpike), Rawreth (Carpenters Arms), Great Tarpots (Tarpots Corner) and then down the Canvey Island boundary at Hole Haven Creek and the River Thames. *Please see map below.*



1954 SERVICES PRIOR TO THE CO-ORDINATION AGREEMENT SOUTHEND CORPORATION TRANSPORT

Trolleybuses services

28A- Western Circular – Southend (Victoria Circus) to Chalkwell Schools via London Road.

28B – Western Circular - Southend (Victoria Circus) to Chalkwell Schools via Fairfax Drive.

The above services were replaced by motor buses on the 27th of October 1954.

63 – Southend High Street to Southchurch (White Horse) via Southchurch Road

63A – Eastern Circular - Southend (Victoria Circus) to Hamstel Road via North Avenue

63B - Eastern Circular - Southend (Victoria Circus) to Hamstel Road via Southchurch Road

The above services were replaced by motor buses on the 10th of February 1954.

Motorbus services

Un-numbered services; -

- "Dances" service Friday and Saturday nights only – Leigh Elms to Kursaal and Southchurch to Pier Hill.

- Factory service – Chalkwell Schools (Nelson Road) to Ekco Works (Priory Crescent) via Cuckoo Corner.

5A* – Southend Victoria Station to Shoebury (Cambridge Hotel) via Thorpe Bay and Ness Road.

5B* - Southend Victoria Station to Shoebury (Ness Road) – duplicate service as required.

25A* - Highlands Boulevard to Thorpe Bay via Leigh railway station, Leigh Church, Victoria Circus and Southchurch.

Continued next page.

25B - Highlands Boulevard to Thorpe Bay via Leigh railway station, Leigh Church, Victoria Circus and Eastern Esplanade.

25B* - 61 - Central Railway Station to Sutton Cemetery.

61A - Central Railway Station to Priory Crescent.

61B - Central Railway Station to Eastern Avenue (Hamstel Road)

62 - Central Railway Station to Plough Hotel.

64 - Southend (Central Station) - Newington Road via Southchurch Road, Southchurch (The White Horse) and Hamstel Road.

*Joint or co-ordinated service with "Westcliff-on-Sea Motor Services" - owned by the Eastern National Omnibus Company.

WESTCLIFF-ON-SEA MOTOR SERVICES

1.- Southend (Victoria Circus) to Rayleigh (High Street) via Hadleigh and Thundersley Village.

2- Southend (Victoria Circus) to Grays via Hadleigh, Pitsea, Vange, Corringham, and Stamford-le-Hope.

2A - Southend (Victoria Circus) to Romford (Market Square) via Hadleigh, Pitsea, Laindon, West Horndon and Upminster.

2B - Southend (Victoria Circus) to Grays via Hadleigh, Pitsea, Vange, Homesteads, and Stamford-le-Hope

2C- Southend (Victoria Circus) to Shellhaven and Coryton (Vacuum Oil Company) via Hadleigh, Pitsea, Vange and Corringham.

3 - Southend (Victoria Circus) to South Benfleet (War Memorial) via Leigh Elms, Hadleigh, Thundersley (Kenneth Road) and Tarots Corner.

4 - Southend (Victoria Circus) to Landwick via Great Wakering

4A - Southend (Victoria Circus) to Shoeburyness (Railway station) via Great Wakering

4B - Southend (Victoria Circus) to Little Wakering via Barling.

5 - Southend (Victoria Circus) to Shoeburyness (Railway station) via North Shoebury.

6 - Southend (Pier Hill to Westcliff-on-Sea (Plough Hotel) and Eastwood (Belgrave Road) via Hamlet Court Road. Some journeys extended to Rayleigh (High Street).

7 - Southend (Victoria Circus) to Rayleigh (High Street) via Rochford, Ashingdon and Hockley.

8 - Southend (Victoria Circus) to Rayleigh (High Street) via Rochford, Hawkwell and Hockley.

9 - Southend (Victoria Circus) to Eastwoodbury (Willson Road) via Rochford Road

9A - Southend (Victoria Circus) to Eastwoodbury (Willson Road) via Manners Way.

9B - Southend (Victoria Circus) to Sutton (Schools) via Manners Way.

10 - Southend (Victoria Circus) to Paglesham (East End) via Rochford, Stambridge, and Ballards Gore.

11- Southend (Victoria Circus) to South Fambridge via Rochford and Ashingdon.

12 - Southend (Victoria Circus) to Canewdon (Loftmans Corner) - some journeys extended to Wallasea Bay (Creeksea) via Rochford, Stambridge, and Ballards Gore.

13 - Southend (Victoria Circus) to Hullbridge (The Anchor) via Rochford and Ashingdon.

14- Southend (Victoria Circus) to Romford (Market Square) via Southend Arterial Road, Basildon, Laindon, East Horndon and Upminster.

17 - Southend (Pier Hill) to Eastwood (Woodcutters Arms) via Westcliff-on-Sea railway station, Chalkwell railway station and Fairfax Drive.

18 - Southend (Victoria Circus) to Foulness Island via Little Wakering, Great Wakering and Landwick.

19 - **SUMMER SERVICE.** Southend (Kursaal) to Leigh-on-Sea (Elm Hotel) via Chalkwell railway station and Leigh Broadway.

19A - **SUMMER SERVICE.** Southend (Kursaal) to Leigh-on-Sea (Elm Hotel) via Chalkwell Schools.

19A - **ALL YEAR SERVICE.** Chalkwell (railway station) to Westborough Road (Chalkwell) via Chalkwell Park.

21 - Leigh-on-sea (railway station) to Prittlewell (Hobleythick Lane) via Leigh (Rectory Grove) and Westcliff Schools.

22 - Leigh-on-sea (railway station) and/or Hadleigh (Church) to Hullbridge via Daws Heath, Thundersley (Woodcutters Arms), Rayleigh (railway station), and Hambro Hill.

23 - Leigh-on-sea (railway station) to Eastwood (Jones' Corner) via Eastwood Road.

Continued next page.

23A – Leigh-on-sea (railway station) to Eastwood (Kent Elms Corner) via Elmsleigh Drive.

24 – Leigh-on-Sea (Church) – Leigh-on-Sea (railway station) to Rayleigh (High Street) via Hadleigh (Church) and Rayleigh Road.

25A* – **CIRCULAR** Leigh-on-Sea (Highlands Boulevard) to Thorpe Bay (Thorpe Bay Corner) via Thames Drive, Leigh-on-Sea (railway station), Leigh (Rectory Grove), Chalkwell Park, London Road, Southend (Victoria Circus) and Southchurch (White Horse) **RETURNS AS 25B** to Leigh-on-Sea (Highlands Boulevard) via Eastern Esplanade, Kursaal, Southend (Victoria Circus) and London Road, Chalkwell Park, Leigh (Rectory Grove), Leigh-on-Sea (railway station) and Thames Drive.

25B *- **CIRCULAR** Leigh-on-Sea (Highlands Boulevard) to Thorpe Bay (Thorpe Bay Corner) via Thames Drive, Leigh-on-Sea (railway station), Leigh (Rectory Grove), Chalkwell Park, London Road, Southend (Victoria Circus), Kursaal, Eastern Esplanade, **RETURNS AS 25A** to Leigh-on-Sea (Highlands Boulevard) via Southchurch (White Horse), Southend (Victoria Circus) and London Road, Chalkwell Park, Leigh (Rectory Grove,) Leigh-on-Sea (railway station) and Thames Drive.

*Joint service with Southend Corporation Transport.

26 – South Benfleet (Canvey Bridge) to Canvey Island (Leigh Beck) via Canvey (The Haystack)

26A – South Benfleet (Canvey Bridge) to Canvey Island (Eastern Esplanade, Seaview Road South) via Canvey (The Haystack).

27 – South Benfleet (War Memorial) to Wickford (White Swan) via Tarpots Corner, Bowers Gifford (Pound Lane), North Benfleet, and Basildon (Southend Arterial Road).

251 – Southend (Tyles Avenue) to Wood Green (Coach Station) via Pritlewell, Southend Arterial Road, Rayleigh Weir Hotel, Rawreth (Carpenters Arms). Battlesbridge, Runwell, Wickford, Billericay, Brentwood, Romford, Ilford (Newbury Park), Ilford (Gants Hill), Wanstead, Woodford, Walthamstow, and Tottenham.

251 – **ADDITIONAL SERVICES – SINGLE DECKERS ONLY-** Rawreth (Carpenters Arms) to Wickford (White Swan) via Shotgate.

EASTERN NATIONAL

11 – Chelmsford (Omnibus Station) to Southend (Victoria railway station) via Great Baddow, East Hanningfield Battlesbridge, Rayleigh and Eastwood. (*some services operate to factories*)

19 – Clacton-on-Sea to Southend-on-Sea via Colchester, Tiptree, Maldon, Danbury, Woodham Ferrers, Rayleigh, and Eastwood. (*some services operate to factories and for Rayleigh Weir Speedway patrons*)

19A - Clacton-on-Sea to Southend-on-Sea via Colchester, Tiptree, Maldon, Danbury, Cold Norton, Rayleigh, and Eastwood.

70- Southend (Victoria railway station) to Grays via Hadleigh, Pitsea, Vange, Corringham, and Stamford-le-Hope.

J. W. CAMPBELL AND SONS

6 – **COMMUTERS SERVICE** - Pitsea Station to Hadleigh Church via Bowers Gifford, Tarpots Corner and Thundersley (Kenneth Road). *This service became Eastern National 235, when the business was sold to the British Transport Commission in 1956.*

DELAYED COMMENCEMENT DATE FOR THE CO-ORDINATION AGREEMENT

Although the “target” date: for the implementation of the Joint Agreement was set as 1st April 1954, this did not occur as the trolleybus system was still in operation and was an impediment to the Joint Agreement proceeding, unlike that created in Brighton.

The Brighton Joint Agreement between the Corporation and the Tilling owned Brighton Hove and District Omnibus Company was created in July 1937 and included the powers for the Tilling Company to operate trolleybuses under the Corporation wires, but no such powers were held by the Southend Corporation, so the Joint Agreement could not proceed until the trolleybus service had ceased, which occurred on the 27th of October 1954.

1954 CONTINUED

TROLLEYBUS REPLACEMENT PROGRAMME

The Corporations trolleybus replacement programme was a piecemeal process which commenced in 1951 with the low patronage single deck services being replaced or abandoned and ended on the 27th of October 1954. The trolleybuses never played a major role in the public transport services in Southend, with the main tram "trunk" route to Leigh being replaced by motor buses in 1942 rather than trolleybuses.

In 1954, 14 buses entered the Southend Corporation Transport fleet for trolleybus replacements, 12 of which were wartime and post war utility bodied Daimlers and were rebuilt by Massey.

1955

TRANSFER OF WESTCLIFF'S AREA TRAFFIC LICENSES TO EASTERN NATIONAL

On the 4th of April 1955, all the road licences issued by the Eastern Area Traffic Commissioner to Westcliff-on-Sea Motor Services were transferred to the Eastern National Omnibus Company.

SOUTHEND AND DISTRICT JOINT SERVICES - COORDINATION COMMENCES

The co-ordination agreement became effective on January 2nd, 1955 (the day after the assets of Westcliff-on-Sea Motor Services had been transferred to the Eastern National Omnibus Company services being marketed as 'Southend & District Joint Services' thereafter.

SERVICE TRANSFERS

It was decided to "equalise" the "milage" of the Joint Service, and some of the longer Westcliff-on-Sea Motor Services would be transferred to the Corporation and the shorter services transferred to Westcliff-on-Sea Motor Services; -

"WESTCLIFF" SERVICES TRANSFERRED TO THE CORPORATION

1.- Southend (Victoria Circus) to Rayleigh (High Street) via Hadleigh and Thundersley Village.

4 - Southend (Victoria Circus) to Landwick via Great Wakering

4A - Southend (Victoria Circus) to Shoeburyness (Railway station) via Great Wakering

4B - Southend (Victoria Circus) to Little Wakering via Barling.

5 - Southend (Victoria Circus) to Shoeburyness (Railway station) via North Shoebury.

7 - Southend (Victoria Circus) to Rayleigh (High Street) via Rochford, Ashingdon and Hockley.

8 - Southend (Victoria Circus) to Rayleigh (High Street) via Rochford, Hawkwell and Hockley.

8A - Southend (Victoria Circus) to Rayleigh (High Street) via Rochford, Stroud Green and Hockley.

9 - Southend (Victoria Circus) to Eastwoodbury (Willson Road) via Rochford Road

9A - Southend (Victoria Circus) to Eastwoodbury (Willson Road) via Manners Way.

CORPORATION SERVICES TRANSFERRED TO "WESTCLIFF"

51 – Victoria Circus – Kursaal via Southchurch Road. (*Summer only- ex trolleybus service*)

61 Southend (Central Station) to Sutton (Cemetery) via Southend High Street, Victoria Circus, and Bournemouth Park Road.

61A - Southend (Central Station) to Priory Crescent via Southend High Street, Victoria Circus, and Bournemouth Park Road.

61B - Southend (Central Station) to Hamstel Road (Arterial Road) via Southend High Street, Victoria Circus, and Bournemouth Park Road.

61C - Southend (Central Station) to Priory Crescent (Ekco works) via Southend High Street, Victoria Circus, and Bournemouth Park Road. *Continued next page.*

62 - Southend (Central Station) to Westcliff (The Plough) via Southend High Street, Victoria Circus, Prittlewell Station and North Road

64 - Southend (Central Station) - Newington Road via Southchurch Road, Southchurch (The White Horse) and Hamstel Road.

Following the Co-ordination scheme, from the 1955 season the services became 67 Leigh Elms-Shoebury Common and 68 Leigh Elms-Hamstel Road (absorbing Southend Corporation's 68 Bryant Avenue to Hamstel Road). The route for 67/68 was via Chalkwell Station, that via Chalkwell Schools being covered by 67a/68a variants, but these numbers were only used for one season. For 1956 the western terminus of both routes became Thames Drive and the 67 was later extended at the east end, first to the Cambridge Hotel and then to Shoebury East Beach.

DANCES SERVICES CEASE

As part of the re-allocation of services, the Corporation Friday night and Saturday night dance services from the Pier and the Kursaal were discontinued.

POST 1955

1956 - J. W. Campbell and Sons of Pitsea, was sold to the British Transport Commission and was handed to Eastern National Omnibus Company (E.N.O.C.) for operation and management purposes. The service 6 for commuters, from Hadleigh Church to Pitsea Station, was re-number as service 235 by the E.N.O.C.

1962 - The Benfleet Station Underpass was opened which replaced the railway level crossing at Benfleet Station and allowed bus services to run directly from Canvey Island to Southend and subsequently to Basildon, Romford and Shoeburyness

1963 - Eastern National was included in the transfer of the British Transport Commission's transport assets to the state-owned Transport Holding Company, which in turn passed to the state-owned National Bus Company on 1st of January 1969.

1974 - Southend Corporation Transport, was renamed Southend Transport.

1986 - Following the introduction of the 1985 Transport Act, which required Local Governments to be at "arm's length" with their transport operations, Southend Transport became a limited company on 26 October 1986.

1987 - In January 1987, the National Bus Company, as part of the "Privatization Policy" sold Eastern National to its management as a "Management Buyout".

1990 - Eastern National passes to Bagerline.

1993 - Southend Transport was sold by Southend Borough Council to the British Bus group in June 1993.

MISCELLANEOUS ITEMS

Canvey and Benfleet buses had wooden destination boards by the rear entrance.

The buses used by the Benfleet and District Motor Services and Canvey and District Motor Transport Company, had no side destination blinds, so when several buses were "backed into" the loading bays at the Canvey Bridge terminus near Benfleet Station, or stood with other buses in London Road, Southend, wooden boards were used to indicate the destination. The boards had no "holders"- they just rested on the back of the longitude seat over the wheel arch in the window beside the rear entrance.

The colours of the buses.

Shades of green were a popular livery for buses (and trams) in the Southend Area. Until August 1939, Southend Corporation Transport used shades of green and ivory before adopting the light blue and cream livery. Tilling's Eastern National livery was "Tilling Green and Cream", and Tilling's Westcliff-on-Sea Motor Services was "Tilling Red and Cream". *Continued next page.*

The Bridge Family companies (Benfleet and District Motor Services and Canvey and District Motor Transport Company) used sage green and ivory for their fleets and became "Tilling Red and Cream". when absorbed into Westcliff on Sea Motor Services on the 2nd of March 1951. However, it was just over a year before "Tilling Red and Cream" was replaced by "Tilling Green and Cream", when Westcliff-on-Sea Motor Services was transferred to Eastern National on the 18th of May 1952.

In 1952, buses were still being delivered to the Westcliff-on-Sea Motor Services in "Tilling Red and Cream" but were soon repainted in "Tilling Green and Cream" and for several years, Bristol KSW5Gs could be seen with a green exterior and a red interior.

Similarly, some buses were delivered in City Coach Company brown and cream/white livery, when the company was purchased by the British Transport Commission on the 17th of February 1952, which was passed it onto Eastern National. National. City's vehicles gradually gained Westcliff livery (two were in fact painted red, the previous Westcliff colour, but the rest, with new deliveries to Westcliff, were painted in Tilling green and cream),

The fleet name of "Westcliff-on-Sea" appeared for some years on buses and coaches after the "take-over" because of the good will attached to the "brand" particularly the extended tours and excursion business.

J. W. Campbell and Sons buses were in a dark and light green livery, and a few of their vehicles were repainted in Eastern National "Tilling Green and Cream" when the business was taken over on the 19th of February 1956 by the British Transport Commission who passed it onto Eastern National.

The Eastern and Western Circulars

Two circular trolleybus routes had been created in 1944 when the Southchurch loop was completed but linking them at Victoria Circus to form cross town services was not implemented until the revisions of services on the 6th of November 1951.

1953 – The Southend Corporation Transport timetable shows that from 6.57 am weekdays and 10.07 am on Sundays for service 28A, every alternate trolleybus operates via Fairfax Drive to Victoria Circus and then Southchurch Road to Hamstel Road. In the same timetable, service 28B shows every alternate bus running from Chalkwell Schools to Hamstel Road via London Road, Victoria Circus and North Avenue. The timetable for 63A shows trolleybuses completing the Victoria Circus to Hamstel Road service via Southchurch Road from the mornings proceeding back to Chalkwell Schools via North Avenue, Victoria Road and Fairfax Drive. The timetable for 63B shows trolleybuses completing the Victoria Circus to Hamstel Road service via North Avenue from the mornings proceeding back to Chalkwell Schools via Southchurch Road, Victoria Circus and London Road.

The City Coach Company 1949 fleet

Buses Illustrated (Number 2 Jan-Feb 1950) published a fleet list of the City Coach Company as at August 1949.

DOUBLE DECKERS

16 - Leyland PD1/1 - 1A

6 - Daimler CVD6

TOTAL - 22

TOTAL VEHICLES 114

SINGLE DECKERS

7 - Leyland TEC

9 - Leyland PS2/1-1/11

6 - Seddon Mk4

36 - Leyland TS-7T

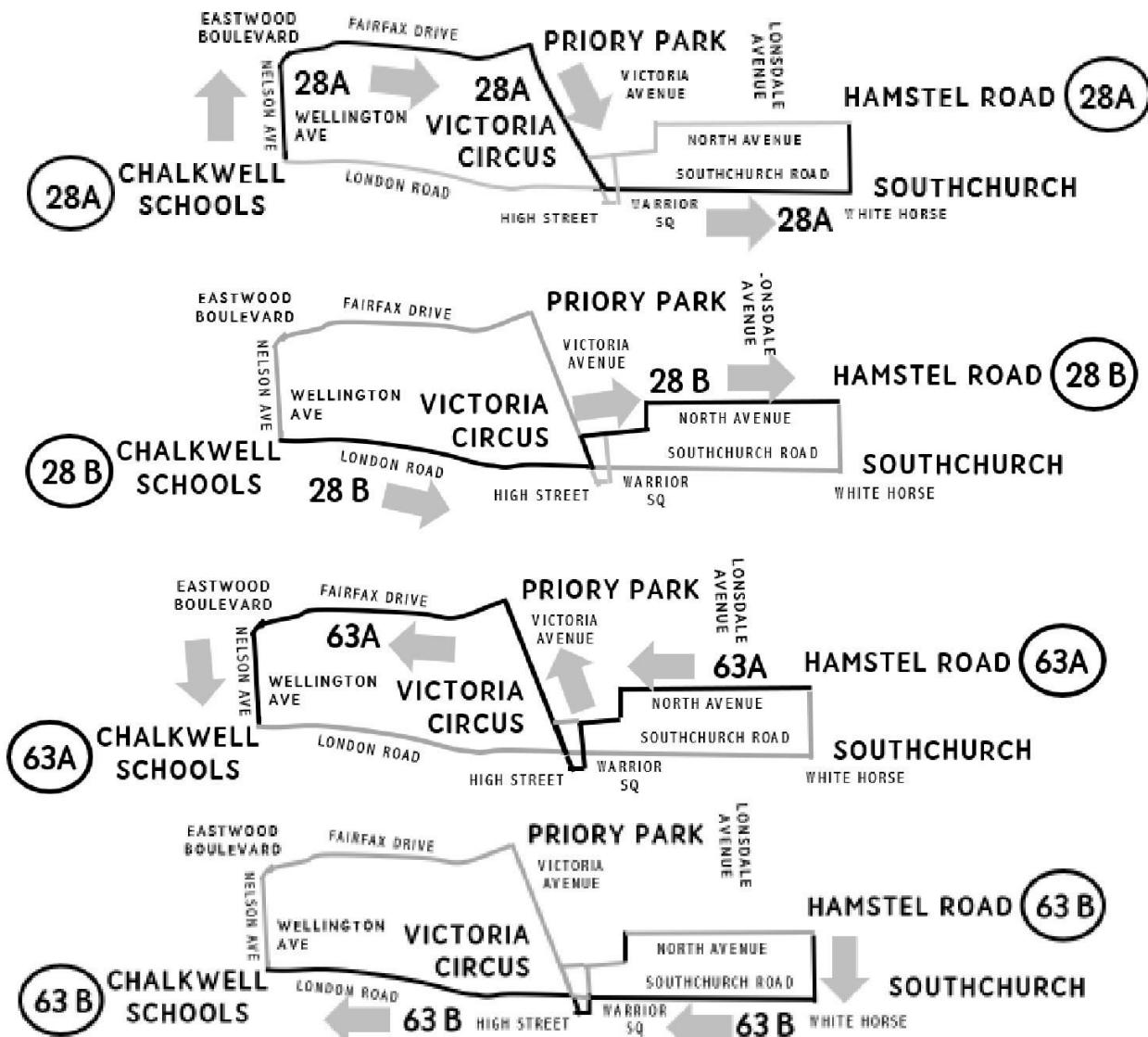
23 - Bedford OB variants

11 - Commer Q4

TOTAL - 92

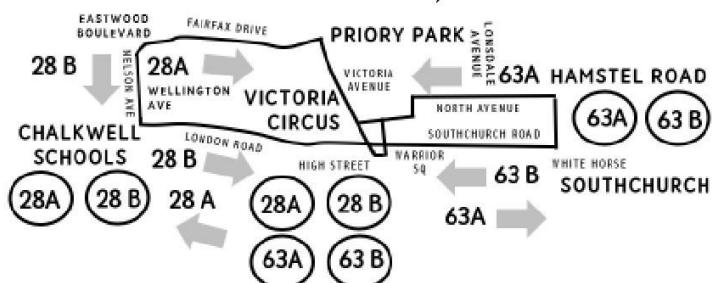
1953 TROLLEYBUS CIRCULARS AND CROSS-TOWN SERVICES

To maintain the frequency required for the Western Circular (which is twice as frequent as the Eastern Circular), all Eastern Circular services continued to run the Western Circular.



PLEASE NOTE – DESTINATION INDICATOR BLINDS

When “working though” from Eastern to Western Circular, and vice versa, the destination indicators were change to the correct circular service at Victoria Circus, Chalkwell Schools and Hamstel Road.



1955 TROLLEYBUS REPLACEMENT CIRCULARS

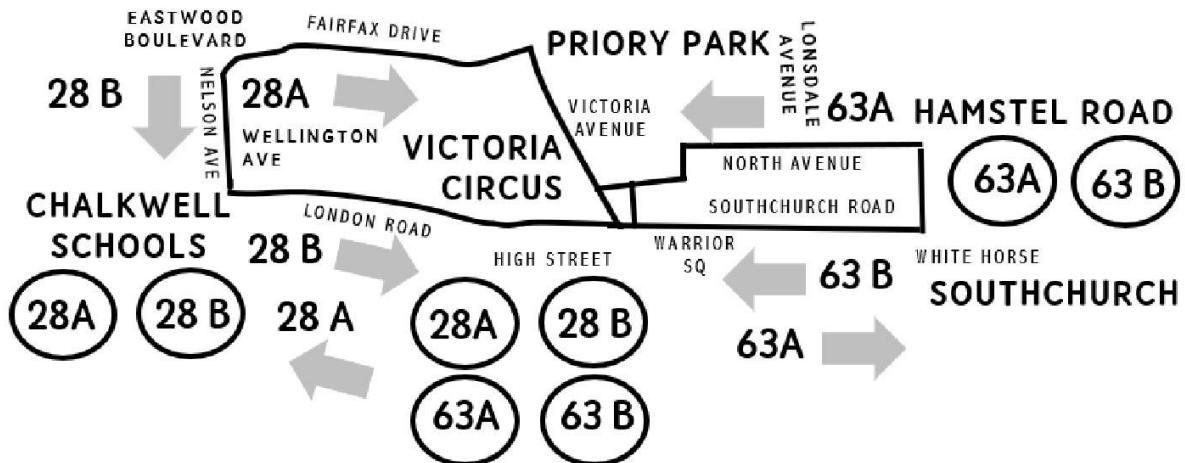
The February 1955 edition of the "Southend Standard Time and Tide Tables" shows the following ex trolleybus circular services.

28A WESTERN CIRCULAR – Victoria Circus to Victoria Circus via London Road, Chalkwell Schools and Fairfax Drive.

28B WESTERN CIRCULAR - Victoria Circus to Victoria Circus via Fairfax Drive, Chalkwell Schools and London Road.

63A EASTERN CIRCULAR Victoria Circus to Victoria Circus via North Avenue, Hamstel Road and Southchurch Road.

63B EASTERN CIRCULAR Victoria Circus to Victoria Circus via Southchurch Road, Hamstel Road and North Avenue.



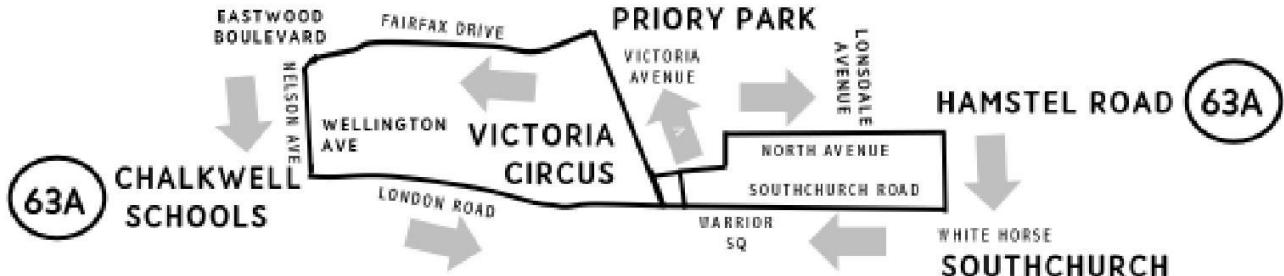
CIRCULAR SERVICES

Alternate services on 28A continues from Victoria Circus as 28A to Victoria Circus via London Road

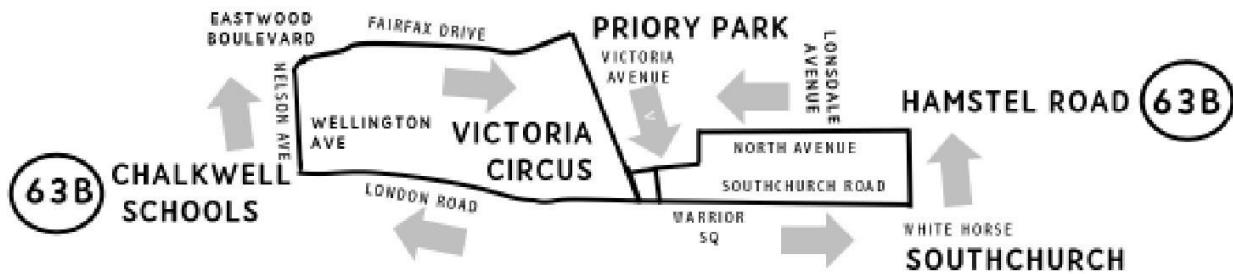
Alternate services on 28B continues from Victoria Circus as 28B to Victoria Circus via Fairfax Drive.

CROSS TOWN SERVICES

Service 63A timetable shows through journeys from Chalkwell Schools via London Road to Victoria Circus, then via North Avenue and Hamstel Road and back to Victoria Circus and Chalkwell Schools via Southchurch, Victoria Circus, Priory Park and Fairfax Drive.



Service 63B timetable shows through journeys from Chalkwell Schools via Fairfax Drive and Priory Park to Victoria Circus, then via Southchurch Road and Southchurch (White Horse) then North Avenue and Hamstel Road and back to Victoria Circus and Chalkwell Schools via London Road. *Please see diagram on the next page.*



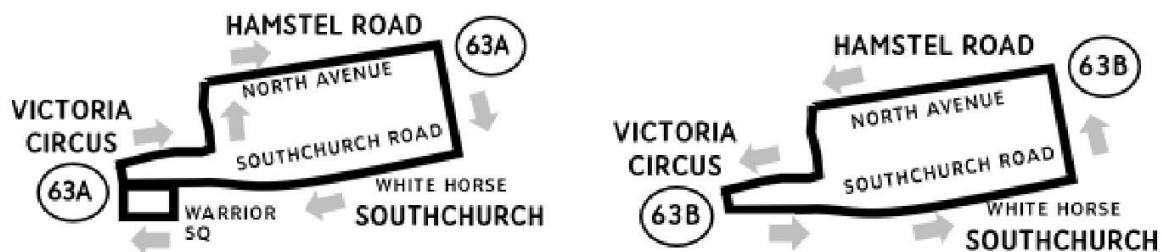
PLEASE NOTE – DESTINATION INDICATOR BLINDS

When "working though" from Eastern to Western Circular, and vice versa, the destination indicators were changed to the correct circular service at Victoria Circus, Chalkwell Schools and Hamstel Road

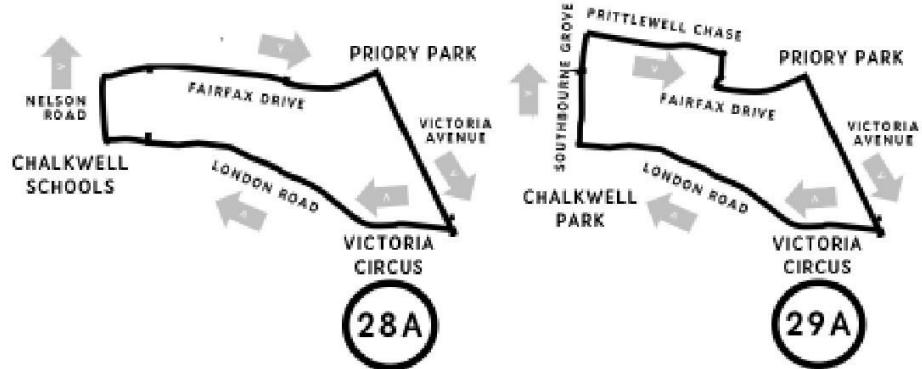
1955 CIRCULARS AND CROSS-TOWN SERVICES

The 25th of September 1955 edition of the "Southend and District Joint Services" timetable shows the following circular and cross-town services which added a new route as part of the "Western Circular" via Southbourne Grove and Prittlewell Chase – Southend General Hospital.

EASTERN CIRCULARS



WESTERN CIRCULARS

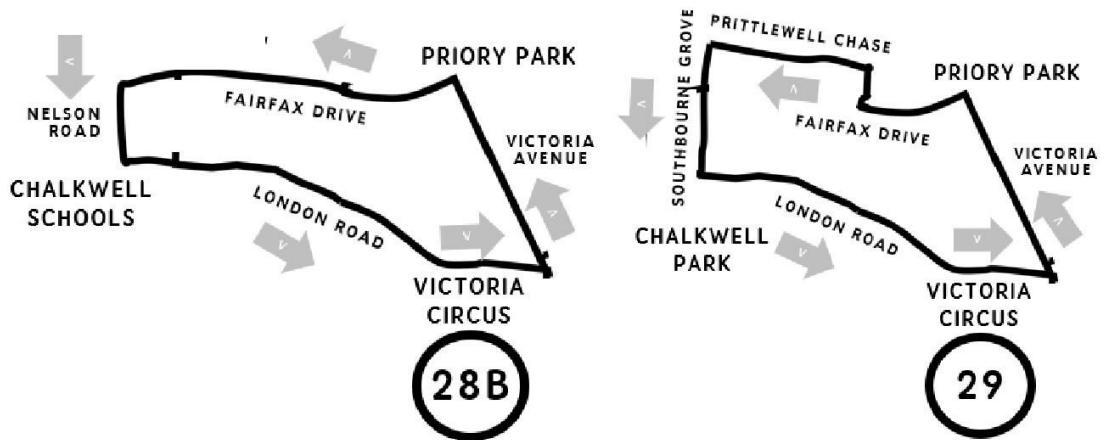


The 1955 September "Southend and District Joint Services" timetable showed that a new route became part of the Western Circular with a service 29A operating via Southbourne Grove and Prittlewell Chase serving Southend General Hospital.

The timetables for services 28A and 29A show most services continued the circular route using service 28A or 28B. For example, 29A from Prittlewell Chase and Priory Park continues as 28A via London Road and the service via Southbourne Grove and London Road continues as 28B to Chalkwell Schools via Priory Park and Fairfax Drive.

Operating in the reverse direction, were services 28B and 29. Please see the route diagrams on the next page.

WESTERN CIRCULARS - CONTINUED



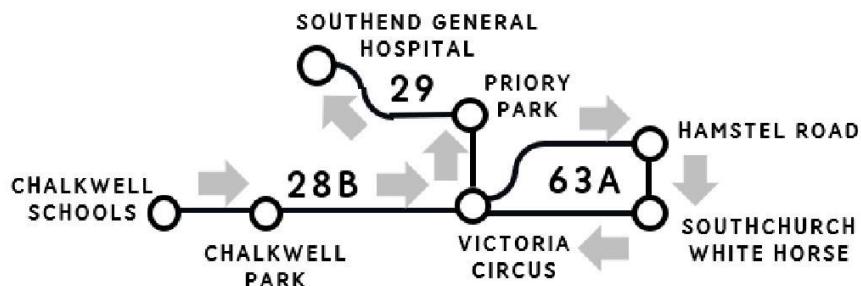
SEPTEMBER 1955 CROSS-TOWN SERVICES

The cross-town services in September 1955 had seen changes from previous cross-town services. In the September 1955, the Southend and District Joint Omnibus Services timetable, service 63A and 63B formed the basis of the cross-town services.

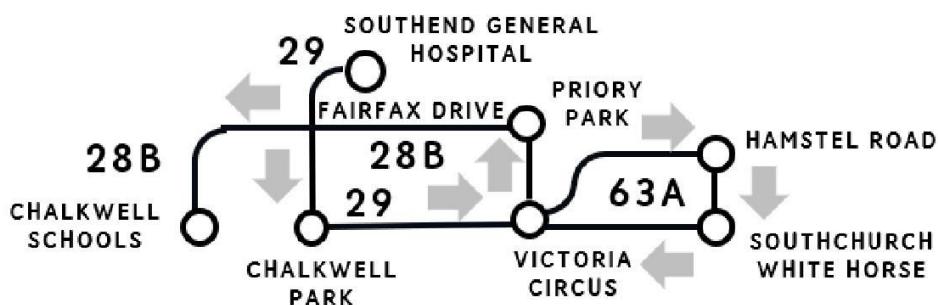
Service 63A

The timetable shows the following services based on service 63A:-

- From Chalkwell Schools to Victoria Circus via London Road as service 28B, then as service 63A to Hamstel Road via North Avenue returning to Victoria Circus via Southchurch (White Horse) and then to Prittlewell Chase (Southend General Hospital) via Victoria Avenue and Priory Park as service 29. *Please see diagram below.*



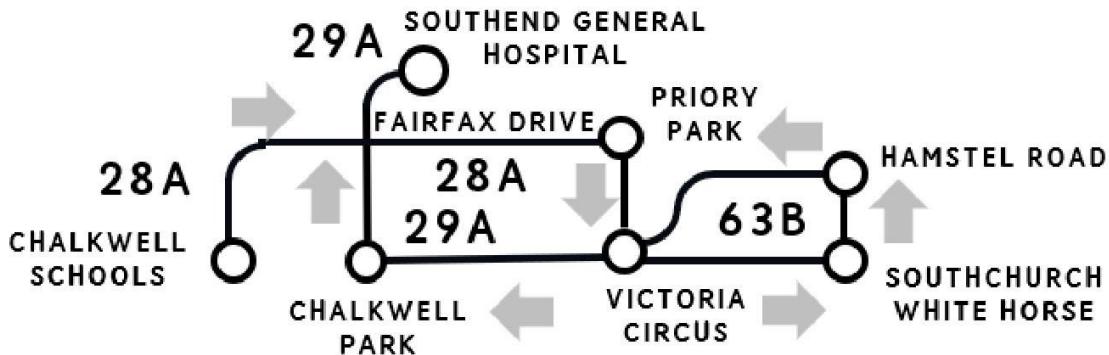
- From Prittlewell Chase (Southend General Hospital) to Victoria Circus as service 29 via Southbourne Grove, Chalkwell Park and London Road. Then as service 63A to Hamstel Road via North Avenue returning to Victoria Circus and then to Chalkwell Schools via Victoria Avenue, Priory Park and Fairfax Drive. As service 28B. *Please see diagram on the next page.*



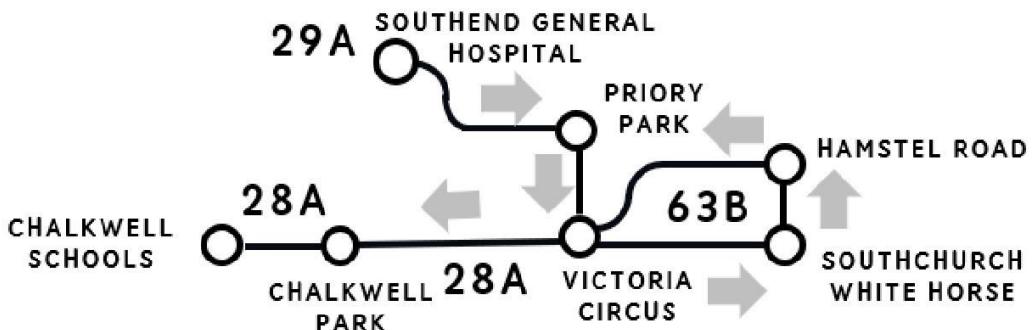
Service 63B

The timetable shows the following services based on service 63B:-

- From Chalkwell Schools to Victoria Circus via Fairfax Drive, Priory Park and Victoria Avenue as service 28A, then as service 63B to Hamstel Road via Southchurch Road, Southchurch (White Horse) to Hamstel Road and to Victoria Circus via North Avenue returning to Victoria Circus and then to Prittlewell Chase (Southend General Hospital) via London Rad and Chalkwell Park as service 29A. *Please see diagram below.*



- From Prittlewell Chase (Southend General Hospital) to Victoria Circus via Priory Park and Victoria Avenue as service 29A, then as service 63B to Hamstel Road via Southchurch Road, Southchurch (White Horse) to Hamstel Road and to Victoria Circus via North Avenue returning to Victoria Circus and then to Chalkwell Schools via London Road and Chalkwell Park as service 28A. *Please see diagram below.*



Service changes between February 1955 and September 1955

- Eastern National Service 70 ceases and timings incorporated into service 2.
- Eastern National Service 4 from Chelmsford to Pitsea deleted from the Joint District Timetable.
- Service 8A given its own timetable instead of being incorporated into service 8.
- Service 11 to Fambridge renumbered 13a.
- Eastern National Service 11 Southend to Chelmsford retained.
- Service 23 terminus extend from "Jones' Corner to "The Fairway".
- Service 23A terminus changed to Jones Corner.
- Service 44 (Basildon – Pitsea) deleted from the "Southend and District Joint Service" timetable.
- Service 29A amended to serve Prittlewell Chase and the Southend General Hospital.
- Service 61C new service to Ecko Works from Southend (Central Station) via Bournemouth Park Road.

- Service 63 new service Southchurch (White Horse) to Roots Hall for football matches.
- Service 65 new all year service Westborough Road to Chalkwell Station via Chalkwell Park
- Service 66 new summer only service – Victoria Circus to the Kursaal.
- Service 67 new summer only service - Leigh (Elms Hotel) to Shoebury Common
- Service 67A new summer only service - Leigh (Elms Hotel) to Shoebury Common
- Service 68 new summer only service - Leigh (Elms Hotel) to Hamstel Road
- Service 68A new summer only service - Leigh (Elms Hotel) to Shoebury Common
- Service 251 services via Shotgate are shown as additional services,
- Service 253 (Brentwood and Rawreth (Carpenters Arms) deleted from the "Southend and District Joint Service" timetable.



Infrequent services – as shown in the Southend and District Joint Services timetable from the 25th of September 1955.

SERVICE 6 and 6A to and from Rayleigh Weir

Although Rayleigh Weir was the terminal point for these services from Southend (Pier Hill) only 4 weekday services (Monday-Saturday) ran to the Weir Hotel with 2 extra services when there were meetings at Rayleigh Stadium at the Weir. There were no services to Rayleigh Weir Hotel on Sundays.

SERVICE 8A – Southend to Rayleigh via Stroud Green

Seven services from Mondays to Saturdays – four on Sundays.

SERVICE 9 and 9A to and from Ekco Works

On Monday to Friday, four route 9 services from Shoeburyness (Cambridge Hotel) serviced the Ekco works and five route 9A served the Ekco works to Shoeburyness (Cambridge Hotel)

SERVICE 13 – Southend to Hullbridge

There were two services on this route on Thursdays only. The one service to Ashingdon that ran on Mondays to Fridays, operated as a Service 7. Three services ran each way on Saturdays between Southend and Hullbridge. There were no Sunday services.

SERVICE 13A Southend to South Fambridge

There was only one afternoon and evening service on Saturdays- covering the complete route each way - and one service on Saturday between South Fambridge and Ashingdon Schools only in the afternoon returning in the evening.

SERVICE 14 – Southend to Romford

On Mondays to Fridays, there were two services from Southend (Victoria Station) to Romford Market Square – departing at 5.37 am and 4.30 pm. However, there were three return services from Romford to Southend on Mondays to Fridays at 7.20 am, 9.10 am and 6 10 pm. On Saturdays, there was one service from Southend to Romford at 4.00 pm and from Romford to Southend there were two services.

SERVICE 14 – Southend to Romford – factory service

The 3.50 pm service from Southend (Victoria Station) ran to Costain's Factory -at Childerditch Lane, West Horndon arriving at 4.48 pm – Oddly, there was no morning for a service to the factory.

On Mondays to Fridays, there were two services from Southend (Victoria Station) to Basildon (Marconi's Factory) and two return journeys plus another from Basildon (Marconi's Factory) to Rayleigh Weir Hotel.

On Saturdays, there was one service from Southend (Victoria Station) to Romford Market Square, and one service from Southend (Victoria Station) to Laindon (Fortune of War). There were two services from Romford Market Square to Southend (Victoria Station) on Saturdays plus one service from West Horndon Station and one from Southend (Victoria Station) and one from Basildon (Marconi's Factory) to Southend (Victoria Station).

SERVICE 14 - Rayleigh Weir Stadium to Laindon (Fortune of War)

On Saturdays, when there were meetings at Rayleigh Stadium, a service left the Stadium at 9.45 pm arriving at the Fortune of War at 10.09 pm.

SERVICE 18 - Southend to Foulness Island

This service is designed for the residents of Foulness island and their visitors. All other visitors are discouraged and visitors without any business on the Island must not leave the Ministry of Defence Road.

Two return services operated on Mondays to Thursdays, four on Fridays, nine on Saturdays and two on Sundays.

SERVICE 27 - Mondays Market Day service - South Benfleet to Wickford

Five return services.

SERVICE 28C - Southend (Kursaal) to Prior Park - factory service

This service was provided for Ecko workers with one service in the morning and a return service in the afternoon.

SERVICE 63 - FOOTBALL SPECIAL SERVICE - Southchurch (White Horse) to Roots Hall.

SERVICE Z - FOOTBALL SPECIAL SERVICE - Leigh (Rectory Grove) to Roots Hall.

 **Service variations as shown in the Southend and District Joint Services timetable from the 25th of September 1955.**

SERVICE 2C on Sundays

The 25th of September 1955 combined Eastern National and Westcliff-on Sea Motor Services timetable shows a journey on Sundays only from Southend Victoria Circus to Pitsea - Station Lane, commencing at 4.30 am and arriving at 5.09 am. The service returns at 6.35 am to Southend arriving at 7.14 am. No reason is known for this Sunday only service particularly as the 2C service is designed to convey refinery workers to Shell Haven. These journeys could not be designed for commuters, as the routes does not serve Pitsea Station and in any event, the earliest train from Pitsea Station on Sundays leaves for London (Fenchurch Street) at 8.09 am and the first arrival on a Sunday is from Kentish Town at 7.35 am.

SERVICE 6 and 6A provides a service from Rayleigh Weir Stadium

Two services arrive at Rayleigh Stadium at 7.08 pm (Service 6 - Saturdays only) and 7.23 pm (Service 6A) when there are meetings at the Stadium and leave at 7.10 pm (Service 6 Saturdays only) and 7.25 pm for Service 6A.

SERVICE 6 to Bridgewater Drive

The 8.18 am service from Southend (Pier Hill) terminates at Bridgewater Drive at the junction with Southbourne Grove instead of Belgrave Road, and was extended to Kent Elm Corner on Saturdays.



SERVICE 8 - one service turns "short" at Hockley (The Bull)

The 5.50 am service from Southend (Victoria Circus) was curtailed short of Raleigh (High Street) on Mondays to Saturdays to terminate at Hockley (The Bull) arriving at 6.23 am. The service back to Southend returned at 6.25 am and arrived at 6.58 am.

SERVICE 11 - School Service to and from Ashingdon as Service 7

The 8.15 am service of route 13 ran on Mondays to Fridays (school days and non-school days) from Southend (Victoria Circus) to Ashingdon Schools as Service 7 arriving at 8.51 am. The service returned at 4.16 pm from Ashingdon Schools as Service 7 to Southend (Victoria Circus)

SERVICE 14 - connections to service 2A

The timetable showed connections with service 2A at Basildon (Marconi's Factory) at 7.21 am and at East Horndon (Halfway House) at 4.42 pm, Mondays to Fridays. On Saturdays, the connections with service 2A were at Laindon (Fortune of Way) when traveling from Southend, at 11.46 am and at Basildon, the Marconi Factory, at 12.50 pm and 11.16 pm when traveling to Southend.

SERVICE 19 - Service commencing at Rayleigh Station to Southend (Victoria Station)

One service operated from Monday to Friday leaving Rayleigh Station for Southend (Victoria Station) at 7.28 am.

SERVICE 19A - Saturday only service during speedway season

A Saturday only service provided from Rayleigh Weir Stadium to Maldon (Omnibus Station) for the patrons of the speedway, departing at 10.00 pm or when the performance had concluded.

SERVICE 21 - morning service from Prittlewell Chase

There is one additional service on Mondays to Fridays from Prittlewell Chase at 7.30 am to Leigh Railway Station, arriving at 7.42 am.

SERVICE 22 - school days only service - for scholars only

A 4.00 pm service from Rayleigh Secondary School to Hullbridge was provided for scholars only and only ran on school days.

SERVICE 23 - awaits the arrival of the 11.32 pm train.

On Mondays to Saturdays, the 11.35 pm service from Leigh Railway Station to Eastwood (Woodcutter's Arms) waits for the train arriving from London (Fenchurch Street) due at 11.32 pm,

SERVICE 23A - awaits the arrival of the 11.32 pm train.

On Mondays to Saturdays, the 11.35 pm service from Leigh Railway Station to Eastwood (Kent Elms Corner) waits for the train arriving from London (Fenchurch Street) due at 11.32 pm,

SERVICE 25B -ADDITIONAL SERVICES Southend (Victoria Circus) to Woodgrange Dr. (Lifstan Way)

On Sundays, a frequency 15 minutes operated between Southend (Victoria Circus) to Woodgrange Drive (Lifstan Way) during the main part of the day.

SERVICE 61A Southend (Central station) to Priory Crescent (East)

Some services operated direct to Ecko works for factory workers, instead of Priory Crescent (East).

SERVICE 28A - Western Circular - commencing from Nelson Road (Wellington Ave.)

The first eight services on this route commenced from Nelson Road (Wellington Ave.), instead of Southend (Victoria Circus) via London and proceeded to Southend (Victoria Circus) via Priory Park.

SERVICE 28B - Western Circular - short workings to Nelson Road (Wellington Ave.)

The first eight services from Southend (Victoria Circus) via Priory Park terminated at Nelson Road (Wellington Ave.) instead of proceeding to Chalkwell Schools, London Road and Victoria Circus.



1955 TIME TABLES

1955 SOUTHEND & DISTRICT JOINT SERVICES TIMETABLE

February 1955 – The “Southend Standard” Time and Tide Tables and Bus Services

1.- Southend (Victoria Circus) to Rayleigh (High Street) via Hadleigh and Thundersley Village.

2- Southend (Victoria Circus) to Grays via Hadleigh, Pitsea, Vange, Corringham, and Stamford-le-Hope.

2A - Southend (Victoria Circus) to Romford (Market Square) via Hadleigh, Pitsea, Laindon, West Horndon and Upminster. **incorporates works services and service 14.**

2B - Southend (Victoria Circus) to Grays via Hadleigh, Pitsea, Vange, Homesteads, and Stamford-le-Hope.

3 - Southend (Victoria Circus) to South Benfleet (War Memorial) via Leigh Elms, Hadleigh, Thundersley (Kenneth Road) and Tarots Corner.

4 - **Eastern National** – Chelmsford to Pitsea (railway station) via Billericay, Wickford, and Basildon (Arterial Road)

4 - Southend (Victoria Circus) to Landwick via Great Wakering

4A - Southend (Victoria Circus) to Shoeburyness (Railway station) via Great Wakering

4B - Southend (Victoria Circus) to Little Wakering via Barling.

5 - Southend (Victoria Circus) to Shoeburyness (Railway station) via North Shoebury.

5A – Southend Victoria Station to Shoebury (Cambridge Hotel) via Thorpe Bay Corner and Ness Road.

6 – Southend (Pier Hill to Westcliff-on-Sea (Plough Hotel) and Eastwood (Belgrave Road) via Hamlet Court Road. Some journeys extended to Rayleigh (Wier Hotel).

6A Southend (Pier Hill to Westcliff-on-Sea (Plough Hotel) and Eastwood (Belgrave Road) via Hamlet Court Road and Carlton Avenue. **Some journeys extended to Rayleigh (Wier Hotel) or Rayleigh (High Street).**

7 - Southend (Victoria Circus) to Rayleigh (High Street) via Rochford, Ashingdon and Hockley.

8 - Southend (Victoria Circus) to Rayleigh (High Street) via Rochford, Hawkwell and Hockley.

8A - Southend (Victoria Circus) to Rayleigh (High Street) via Rochford, Hawkwell (Cock Inn) and Hockley.

9 - Southend (Victoria Circus) to Eastwoodbury (Willson Road) via Rochford Road. **Some journeys via Ekco works).**

9A - Southend (Victoria Circus) to Eastwoodbury (Willson Road) via Manners Way. **Sunday services extended to Cockethurst Corner.**

9B - Southend (Victoria Circus) to Sutton (Schools) via Manners Way.

10 - Southend (Victoria Circus) to Paglesham (East End) via Rochford, Stambridge, and Ballards Gore. **some Saturday services to Paglesham Church End.**

11 - **Eastern National** – Southend (Victoria Station) to Chelmsford (Bus Station) via Rayleigh, Battlesbridge and Great Baddow.

11 – Southend (Victoria Circus) to Hullbridge Monday to Friday and Fambridge on Saturdays via Rochford, Stambridge, Larks Hill and Ashingdon. **One Monday to Friday service runs as a circular via service 7 from Ashingdon to Southend and from Southend to Ashingdon as service 7.**

14 - Southend (Victoria Circus) to Romford (Market Square) via Southend Arterial Road, Basildon, Laindon, East Horndon and Upminster. **Some services for factory workers.**

17 – Southend (Pier Hill) to Eastwood (Woodcutters Arms) via Westcliff-on-Sea railway station, Chalkwell railway station and Fairfax Drive. **One service extended from Woodcutters Arms to Coombes Corner.**

18 – Southend (Victoria Circus) to Foulness Island (Court End) via Little Wakering, Great Wakering and Landwick.

19 – **Eastern National** - Clacton-on-Sea to Southend-on-Sea via Colchester, Tiptree, Maldon, Danbury, Woodham Ferrers, Rayleigh, and Eastwood. **(some services operate to factories and for Rayleigh Weir Stadium Speedway patrons)**

19A - **Eastern National** - Clacton-on-Sea to Southend-on-Sea via Colchester, Tiptree, Maldon, Danbury, Cold Norton, Rayleigh, and Eastwood.

19A – Chalkwell Station to Westborough Road via Chalkwell Ave.

21 – Leigh-on-sea (Railway Station) to Prittlewell (Hobleythick Lane for “Bell Hotel”) via Leigh (Rectory Grove) and Westcliff Schools.

22 - Leigh-on-sea (Railway Station) to Hullbridge via Leigh (Rectory Grove) Hadleigh, Daws Heath, Thundersley (Woodman’s Arms) Rayleigh (High Street) Rayleigh (station) and Hambro Hill.

23 – Leigh-on-Sea (Railway Station) to Eastwood (Jones’ Corner) via Leigh (Rectory Grove), West Leigh Schools, Woodcutters Arms, Coombes Corner, and Kent Elms Corner.

23A - Leigh-on-Sea (Railway Station) to Eastwood (Kent Elms Corner) via Leigh (Rectory Grove), Elmsleigh Drive, and Coombes Corner.

24 - Leigh (Church) and Leigh (Railway Station) to Rayleigh (High Street) via Victoria House Corner, Thundersley (Woodman’s Arms), and Rayleigh (Weir).

25 – Southend (Victoria Circus) to Leigh Church via London Road, Chalkwell Park, Leigh (Rectory Grove).

25A* – **CIRCULAR** Leigh-on-Sea (Highlands Boulevard) to Thorpe Bay (Thorpe Bay Corner) via Thames Drive, Leigh-on-Sea (railway station), Leigh (Rectory Grove), Chalkwell Park, London Road, Southend (Victoria Circus) and Southchurch (White Horse) **RETURNS AS 25B** to Leigh-on-Sea (Highlands Boulevard) via Eastern Esplanade, Kursaal, Southend (Victoria Circus) and London Road, Chalkwell Park, Leigh (Rectory Grove,) Leigh-on-Sea (railway station) and Thames Drive. **Additional services from Lifstan Way (Woodgrange Road) to Southend (Victoria Circus)**.

25B *- CIRCULAR Leigh-on-Sea (Highlands Boulevard) to Thorpe Bay (Thorpe Bay Corner) via Thames Drive, Leigh-on-Sea (railway station), Leigh (Rectory Grove), Chalkwell Park, London Road, Southend (Victoria Circus), Kursaal, Eastern Esplanade, **RETURNS AS 25A** to Leigh-on-Sea (Highlands Boulevard) via Southchurch (White Horse), Southend (Victoria Circus) and London Road, Chalkwell Park, Leigh (Rectory Grove,) Leigh-on-Sea (railway station) and Thames Drive. **Additional services from Southend (Victoria Circus to Lifstan Way (Woodgrange Road)**

*Joint service with Eastern National as “Westcliff-on-Sea and Southend Corporation Transport.

26 South Benfleet (Canvey Bridge to Canvey (Leigh Beck Farm) via Long Road, Canvey Village (King Canute), Canvey (The Haystack) and Canvey (Admiral Jericho)

26A South Benfleet (Canvey Bridge to Canvey (Eastern Esplanade-Seaview Road South) via Long Road, Canvey Village (King Canute), Canvey (The Haystack) and the Casino.

27 – MONDAYS – MARKET DAY SERVICE South Benfleet (War Memorial) to Wickford (White Swan) via Tarpots Corner, Bowers Gifford (Pound Lane), North Benfleet, and Basildon (Southend Arterial Road).

28A- Western Circular – Southend (Victoria Circus) to Chalkwell Schools via London Road. (ex-trolleybus route)

28B – Western Circular - Southend (Victoria Circus) to Chalkwell Schools via Fairfax Drive. (ex-trolleybus route)

Some 28A and 28B services continue as “Eastern Circular” as services 63A and 63B. The timetable is based on the last trolleybus timetable which has early morning services commencing at the junction of Wellington Avenue and Nelson Road near Chalkwell Schools.

28C – Kursaal to Prior Park via Seaway (ex-trolleybus route)

44 - Eastern National - Basildon (Whitmore way) to Pitsea (Railway Station) via Vange (The Barge)

61 - Southend (Central Station) to Sutton (Cemetery) via Southend High Street, Victoria Circus, and Bournemouth Park Road.

61A - Southend (Central Station) to Prior Crescent via Southend High Street, Victoria Circus, and Bournemouth Park Road.

61B - Southend (Central Station) to Hamstel Road (Arterial Road) via Southend High Street, Victoria Circus, and Bournemouth Park Road.

61C - Southend (Central Station) to Priory Crescent (Ekco works) via Southend High Street, Victoria Circus, and Bournemouth Park Road.

62 - Southend (Central Station) to Westcliff (The Plough) via Southend High Street, Victoria Circus, Prittlewell Station and North Road

63A – Eastern Circular - Southend (Victoria Circus) to Hamstel Road via North Avenue. (ex-trolleybus route)

63B - Eastern Circular - Southend (Victoria Circus) to Hamstel Road via Southchurch Road. (ex-trolleybus route) **Some 63A and 63B services continue as "Western Circular" as services 28A and 28B.**

64 - Southend (Central Station) - Newington Road via Southchurch Road, Southchurch (The White Horse) and Hamstel Road.

69 - Westcliff (Chalkwell Schools) to Priory Crescent (Ekco works)

70 - Eastern National - Southend (Victoria Circus) to Grays via Hadleigh, Pitsea, Vange, Corringham, and Stamford-le-Hope.

84 - Eastern National - Grays (War Memorial) to Basildon (Whitmore Way) via Orsett Cock, Stanford-le-Hope, Homesteads, Vange, and Pitsea.

251 - Southend (Tyles Avenue) to Wood Green (Coach Station) via Pritlewell, Southend Arterial Road, Rayleigh Weir Hotel, Rawreth (Carpenters Arms). Battlesbridge, Runwell, Wickford, Billericay, Brentwood, Romford, Ilford (Newbury Park), Ilford (Gants Hill), Wanstead, Woodford, Walthamstow, and Tottenham.

251 - ADDITIONAL SERVICES - SINGLE DECKERS ONLY - Rawreth (Carpenters Arms) to Wickford (White Swan) via Shotgate.

253 - Eastern National - Brentwood (Yorkshire Grey) to Rawreth (Carpenter's Arms) via Billericay, Wickford and Shotgate.

1955 SOUTHEND & DISTRICT JOINT SERVICES TIMETABLE

Southend and District Joint Service timetable - 25th September 1955

1.- Southend (Victoria Circus) to Rayleigh (High Street) via Hadleigh and Thundersley Village.

2- Southend (Victoria Circus) to Grays via Hadleigh, Pitsea, Vange, Corringham, and Stamford-le-Hope.

2A - Southend (Victoria Circus) to Romford (Market Square) via Hadleigh, Pitsea, Laindon, West Horndon and Upminster.

2B - Southend (Victoria Circus) to Grays via Hadleigh, Pitsea, Vange, Homesteads, and Stamford-le-Hope

2C- Southend (Victoria Circus) to Shellhaven and Coryton (Vacuum Oil Company) via Hadleigh, Pitsea, Vange and Corringham.

3 - Southend (Victoria Circus) to South Benfleet (War Memorial) via Leigh Elms, Hadleigh, Thundersley (Kenneth Road) and Tarots Corner.

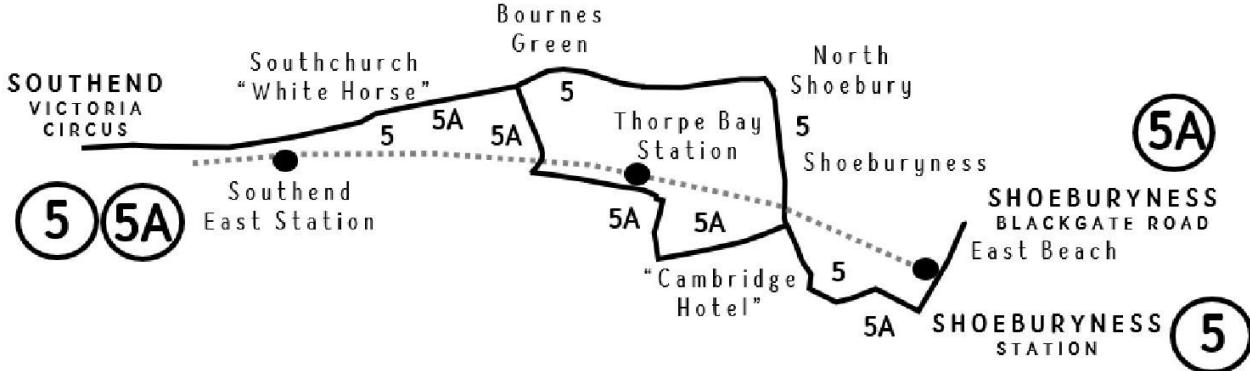
4 - Southend (Victoria Circus) to Landwick via Great Wakering

4A - Southend (Victoria Circus) to Shoeburyness (Railway station) via Great Wakering

4B - Southend (Victoria Circus) to Little Wakering via Barling.

5 - Southend (Victoria Circus) to Shoeburyness (railway station) via Bournes Green and North Shoebury. *Please see diagram below.*

5A - NEW SERVICE - Southend (Victoria Circus) to Shoeburyness (railway station) extended to Shoeburyness (Blackgate Road) via Thorpe Bay Station and Caulfield Road. Extended during Monday and Friday peak hours and Saturdays to and from Blackgate Road and Southend (Victoria Circus). *Please see diagram below.*



6 - Southend (Pier Hill to Westcliff-on-Sea (Plough Hotel) and Eastwood (Belgrave Road) via Hamlet Court Road. Some journeys extended to Rayleigh (Wier Hotel).

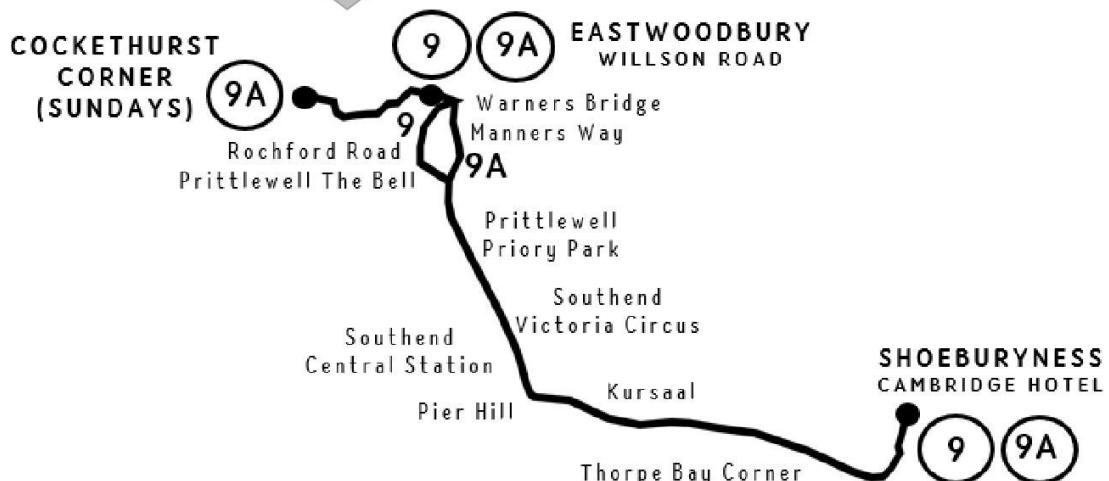
6A - NEW - Southend (Pier Hill to Westcliff-on-Sea (Plough Hotel) and Eastwood (Belgrave Road) via Hamlet Court Road and Carlton Avenue. Some journeys extended to Rayleigh (Wier Hotel) *including "Rayleigh Stadium services.*



7 - Southend (Victoria Circus) to Rayleigh (High Street) via Rochford, Ashingdon and Hockley.
 8 - Southend (Victoria Circus) to Rayleigh (High Street) via Rochford, Hawkwell and Hockley.

8A - NEW - Southend (Victoria Circus) to Rayleigh (High Street) via Rochford, Stroud Green and Hockley.

9 - NEW Shoeburyness (Cambridge Hotel) to Eastwood (Cockethurst Corner) via Shoebury Common (Ness Road), Thorpe Bay Corner, Kursaal, Southend (Central Station), Southend (Victoria Circus). Prittlewell (Priory Park), Prittlewell (The Bell), Rochford Road, Warners Bridge, and Eastwoodbury (Willson Road)



9A - Southend (Victoria Circus) to Eastwoodbury (Willson Road) via Manners Way. On Sundays, four return journeys ran to Cockethurst Corner. *Please see diagram on previous page.*

9B - Southend (Victoria Circus) to Sutton (Schools) via Manners Way.

10 - Southend (Victoria Circus) to Paglesham (East End) via Rochford, Stambridge, and Ballards Gore.

11 - Victoria Station to Chelmsford via Eastwood, Rayleigh, Battlesbridge, and East Hangingfield.

12 - Southend (Victoria Circus) to Canewdon (Loftmans Corner) - some journeys extended to Wallasea Bay (Creeksea) via Rochford, Stambridge, and Ballards Gore.

13 - Southend (Victoria Circus) to Hullbridge (The Anchor) via Rochford and Ashingdon.

13A - was 11 - Southend (Victoria Circus) to South Fambridge via Rochford and Ashingdon.

14 - Southend (Victoria Circus) to Romford (Market Square) via Southend Arterial Road, Basildon, Laindon, East Horndon and Upminster. ***Factory journey to Costain's Factory at Childerditch and a Rayleigh Stadium service.***

17 - Southend (Pier Hill) to Eastwood (Woodcutters Arms) via Westcliff-on-Sea railway station, Chalkwell railway station and Fairfax Drive.

18 - Southend (Victoria Circus) to Foulness Island (Court End) via Little Wakering, Great Wakering and Landwick.

19 - Southend (Victoria Station) to Clacton (Omnibus Station) via Eastwood, Rayleigh, Battlesbridge, Woodham Ferrers, Maldon, Tiptree, and Colchester.

19A - Southend (Victoria Station) to Clacton (Omnibus Station) via Eastwood, Rayleigh, Battlesbridge, Cold Norton, Woodham Ferrers, Maldon, Tiptree, and Colchester.

21 - Leigh-on-sea (railway station) to Prittlewell (Hobleythick Lane for "Bell Hotel") via Leigh (Rectory Grove) and Westcliff Schools.

22- Leigh Church to Hullbridge via Hadleigh, Dawes Heath, Rayleigh Wier, Rayleigh Station and Hambro Hill

23 - Leigh-on-Sea Railway Station to Eastwood (The Fairway) via Rectory Grove, Westleigh Schools and Eastwood Fairway (Woodcutters Arms)

23A - Leigh-on-Sea Railway Station to Eastwood (Jones; Corner) via Leigh Station Road (London Road), Eastwood (Coombes Corner) and Kent Elms Corner.

24 - Leigh Church to Hullbridge via Hadleigh, Victoria House Corner, Thundersley (Woodcutters Arms) , Rayleigh Wier, Rayleigh Station and Hambro Hill.

25 - Incorporated in the 25A and 25B tameable - Leigh (Highlands Boulevard) to Southend (Victoria Circus).

25A - CIRCULAR - Leigh-on-Sea (Highlands Boulevard) to Leigh-on-Sea (Highlands Boulevard) via Leigh Railway Station, Leigh (Rectory Grove), Chalkwell Schools, London Road, Southend (Victoria Circus) Southchurch (White Horse), Thorpe Bay, Eastern Esplanade, Woodgrange Dive, Southchurch Road, Southend (Victoria Circus) London Road, Chalkwell Schools, Leigh (Rectory Grove) Leigh Railway Station and Thames Drive.

25B - CIRCULAR - Leigh-on-Sea (Highlands Boulevard) to Leigh-on-Sea (Highlands Boulevard) via Leigh Railway Station, Leigh (Rectory Grove), Chalkwell Schools, London Road, Southend (Victoria Circus), Southchurch Road, Woodgrange Dive, Eastern Esplanade, Thorpe Bay, Southchurch (White Horse), Southchurch Road, Southend (Victoria Circus) London Road, Chalkwell Schools, Leigh (Rectory Grove) Leigh Railway Station and Thames Drive.

26 South Benfleet (Canvey Bridge to Canvey (Leigh Beck Farm) via Long Road, Canvey Village (King Canute), Canvey (The Haystack) and Canvey (Admiral Jericho)

26A South Benfleet (Canvey Bridge to Canvey (Eastern Esplanade-Seaview Road South) via Long Road, Canvey Village (King Canute), Canvey (The Haystack) and the Casino.

27 - South Benfleet (War Memorial) to Wickford (White Swan) via Tarpots Corner, Bowers Gifford (Pound Lane), North Benfleet, and Basildon (Southend Arterial Road).

28A - WESTERN CIRCULAR Southend (Victoria Circus) to Southend (Victoria Circus) via London Road, Chalkwell Schools, Nelson Road, Fairfax Drive, Prittlewell (Priory Park) and Victoria Circus. ***NOTE - Most services continue from Southend (Victor Circus) to Chalkwell Schools via Fairfax Drive as service 29B.***

28B WESTERN CIRCULAR Southend (Victoria Circus) to Southend (Victoria Circus) via London Road, Chalkwell Park (Southbourne Grove), Prittlewell Chase (General Hospital), *Continued next page.*

Highfield Gardens, Highfield Crescent, Fairfax Drive, Prittlewell (Priory Park) and Victoria Avenue.
NOTE - Most services continue from Southend (Victoria Circus) to Chalkwell Schools via London Road as service 28A.

28C Southend (Kursaal) to Prior Park via Marine Parade, Harrington Road, Seaway, Bankside, Whitegate Road, Soothed (High Street), Victoria Circus and Victoria Avenue. *(ex-trolleybus route - only one service in the morning and a return service in the evening)*

29 - WESTERN CIRCULAR - Southend (Victoria Circus) to Southend (Victoria Circus) via Victoria Avenue, Prittlewell (Prior Park), Fairfax Drive, Highfield Crescent, Highfield Gardens, Prittlewell Chase, Chalkwell (Southbourne Gadens), and London Road **NOTE - Most services continue from Southend (Victoria Circus) to Chalkwell Schools via London Road as service 28B.**

29A WESTERN CIRCULAR -Southend (Victoria Circus) to Southend (Victoria Circus) via London Road, Chalkwell Park (Southbourne Grove), Prittlewell Chase (General Hospital), Highfield Gardens, Highfield Crescent, Fairfax Drive, Prittlewell (Priory Park) and Victoria Avenue. **NOTE - Most services continue from Southend (Victoria Circus) to Chalkwell Schools via London Road as service 28A.**

61 - Southend (Central Station) to Sutton Cemetery via Victoria Circus, Southchurch Road, Bournemouth Park Road, Sutton Road and Eastern Avenue.

61A - Southend (Central Station) to Prittlewell (Priory Park) via Victoria Circus, Southchurch Road, Bournemouth Park Road, Sutton Road and Priory Crescent.

61B- Southend (Central Station) to Hamstel Road (Eastern Avenue) via Victoria Circus, Southchurch Road, Bournemouth Park Road and Sutton Road.

61C- Southend (Central Station) to Prittlewell (Ekco Works) via Victoria Circus, Southchurch Road, Bournemouth Park Road, Sutton Road and Priory Crescent.

62- Southend (Central Station) to Westcliff-on-Sea (Plough Hotel) via High Street, Victoria Circus, Southchurch Road, Sutton Road, East Street, West Street and Westborough Road.

63- FOOTBALL SPECIAL - Southchurch (White Horse) to Roots Hall (Football Stadium) via North Ave and Sutton Road - *Operates only when Southend United First Team is playing.*

63A - EASTERN CIRCULAR - Southend (Victoria Circus) to Southend (Victoria Circus) via Victoria Avenue, Bradley Street, Milton Street, Guildford Road, Sutton Road, North Avenue Hamstel Road, Southchurch Road and Warrior Square. **Most services continue as either WESTERN CIRCULAR service 28B or 29.**

63B - EASTERN CIRCULAR - Southend (Victoria Circus) to Southend (Victoria Circus) via Southchurch Road, Southchurch (White Horse), Hamstel Road, North Avenue, Sutton Road, Guildford Road, Milton Street, Bradley Street, and Victoria Avenue, **most services continue as either WESTERN CIRCULAR service 28A or 29A.**

64- Southend (Central Station) to Newington Avenue via High Street, Victoria Circus, Southchurch Road and Hamstel Road.

65- Westcliff (Westborough Road) to Chalkwell Station via Chalkwell Park.

66- SUMMER SERVICE - Southend (Victoria Circus) to Kursaal via Southchurch Avenue.

67- SUMMER SERVICE - Leigh-on-Sea (Elm Hotel) to Shoebury Common via Leigh (Pall Mall), Leigh (Grand Hotel), Chalkwell Shelter, Westcliff (Palmeira Square), Southend (Pier) - Marine Parade, Kursaal, Eastern Esplanade, Thorpe bay Corner and Ness Road

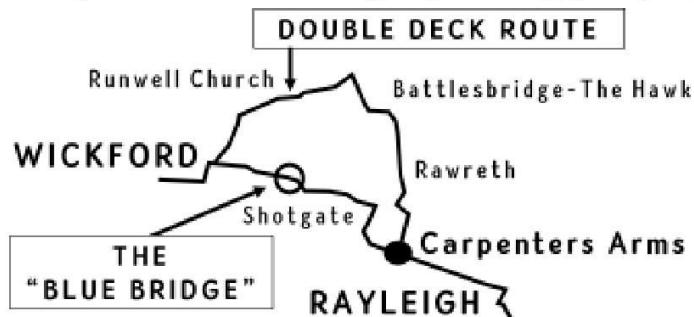
67A-SUMMER SERVICE - Leigh-on-Sea (Elm Hotel) to Shoebury Common via Leigh (Pall Mall), Leigh (Grand Hotel), London Road, Chalkwell Park, Chalkwell Shelter, Westcliff (Palmeira Square), Southend (Pier) - Marine Parade, Kursaal, Eastern Esplanade, Thorpe bay Corner and Ness Road

68- SUMMER SERVICE - Leigh-on-Sea (Elm Hotel) to Hamstel Road (Eastern Avenue) via Leigh (Pall Mall), Leigh (Grand Hotel), Chalkwell Shelter, Westcliff (Palmeira Square), Southend (Pier) - Marine Parade, Kursaal, Liftstan Way, and Southchurch (White Horse)

68A- SUMMER SERVICE - Leigh-on-Sea (Elm Hotel) to Hamstel Road (Eastern Avenue) via Leigh (Pall Mall), Leigh (Grand Hotel), London Road, Chalkwell Park, Chalkwell Shelter, Westcliff (Palmeira Square), Southend (Pier) - Marine Parade, Kursaal, Liftstan Way and Southchurch (White Horse).

69- Westcliff-on-Sea (Chalkwell Schools) to Ekco Works via Nelson, Fairfax Drive, Victoria Avenue, Cuckoo Corner and Priory Crescent

251-Southend-on-Sea (Victoria Railway Station) to London (Wood Green) via Eastwood (Kent Elms Corner), Raileigh (High Street), Rawreth, Battlesbridge, Runwell, Wickford, *Continued next page.*
 Crays Hill, Billericay, Hutton, Shenfield, Brentwood, Gidea Park (Gallows Corner) Romford (Market Place), Ilford (Gants Hill) South Woodford, Walthamstow and Tottenham. **ADDITIONAL SERVICES- Wickford to Rawreth and Wickford to Southend vis Shotgate (Blue Bridge) using single deck buses.**



Z - FOOTBALL SPECIAL - Leigh (Rectory Grove) to Roots Hall (Football Stadium via Leigh Road, London Road, West Road and Shakespeare Road.

1961 TIMETABLE

Southend and District Joint Services 25th of June 1961 timetable

By 1961, the following significant changes had been made to the Southend and District Joint Services since its inception in 1955; -

- Service 2A was replaced by service group 15.
- The Southend Western and Eastern Circulars were simplified.
- New services were introduced - 11A, 14A, 15, 15A, 15B, 16, 17A, 26C, 235, 248 and X24.
- Several services were withdrawn or amalgamated with others.

The specific changes, deletions, alterations, and additions since the 25th of September 1955 timetable, were -

1 - No change

2 and 2 B - No Change.

2A Withdrawn and replaced - please see services 15, 15A, 15 B and 151.

2C Extended to Coryton (Mobil Oil Co. Site)

3 - No Change

4 - No Change

4A - No Change

5 - No Change

5A - SELECTED LIMITED STOP SERVICES AND ROUTE EXTENSIONS

One afternoon service ran nonstop to Southend Victoria Circus at Southchurch Road and Bradley Street from Shoeburyness (Blackgate Road) at 5.05 pm Mondays to Thursdays and at 4.30 pm on Fridays.

Three morning services on Mondays to Fridays commenced at Chalkwell Schools and ran as service 25 to Southend (Victoria Circus). before changing to service 5A to Shoeburyness (Blackgate Road)

On Mondays to Fridays, the 4.32 pm service from Shoeburyness (Blackgate Road) continued from Southend (Victoria Circus) as service 25 to Leigh Church.

6 - No Change

6A – No Change

7 – No Change

8 – No Change

8A – Southend (Victoria Circus) to Rayleigh (Railway Station) via Rochford, Stroud Green and Hockley. Now shown as a separate timetable instead being incorporated in timetables for services 7 and 8. **This service had “unbalanced” service patterns. Only one journey ran the complete route.**

There were only three morning journeys to Rayleigh Station from Hockley Road (Hambro Hill) and two evening journeys on Mondays to Fridays. From Rayleigh Station on Mondays to Fridays, there were two evening journeys to Hockley Road (Hambro Hill) and one running the complete route to Southend (Victoria Circus). The other Monday to Friday journeys to Southend (Victoria Circus) were one in the morning from Hockley (The Bull) and one in the afternoon, plus one afternoon journey from Rayleigh (High Street) and two evening journeys from Hockley (Spa). There was one morning journey from the Ecko works to Rayleigh High Street on Monday to Fridays and just two afternoon journeys from Southend (Victoria Circus) to Hawkwell (Nursery Corner) and one to Rayleigh High Street. On Saturdays, one morning journey ran from Southend (Victoria Circus) to Hawkwell (Nursery Corner) and two afternoon journeys from Southend (Victoria Circus) to Hockley (Spa). Return journeys towards Southend (Victoria Circus) were one morning journey from Hawkwell (Nursery Corner) and three evening journeys from Hockley Spa.

Unusually, there was a Saturday only journey that ran from Hockley (Spa) to Southend (Victoria Circus) at 12.14 am (14 minutes past midnight) arriving at 12.41 am.

On Sundays, there were two journeys from Hockley (Spa) to Southend (Victoria Circus) but none from Southend (Victoria Circus).

9 – Curtailed from Shoeburyness to operate Southend Central Station, to Eastwoodbury (Willson) via Southend (Victoria Station), Victoria Avenue, Prittlewell (Priory Park), Manners Way, and Warners Bridge.

9A- Route changed to run Shoeburyness (Cambridge Hotel) to Ekco Works* via Shoebury Common (Ness Road), Thorpe Bay Corner, Southend (Kursaal), Southend (Central Station), Southend (Victoria Circus) Prittlewell (Priory Park) – **One service extended via service 8A to Rayleigh (High Street) but no return journey.**

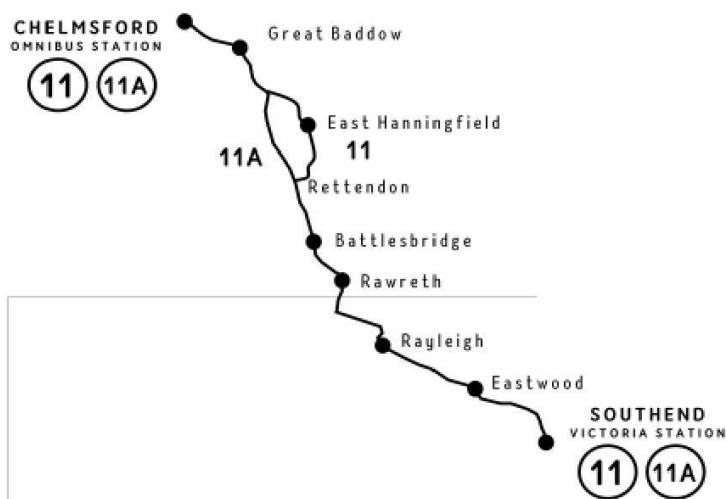
* Previous service ran- Southend (Victoria Circus) to Eastwoodbury (Willson Road) via Manners Way.

9B – No Change

10 – No Change

11 – No Change

11A - NEW SERVICE - Southend (Victoria Station) to Chelmsford (Bus Station) via Eastwood (Kent Elm Corner), Rayleigh (High Street), Rayleigh (Station), Rawreth (Carpenters Arms), Rettendon (Turnpike Corner), Rettendon (The Bell) and Great Baddow (Blue Boar).



12 – No Change

13 – No Change

13A – No Change

14 – no change

14A – NEW FACTORY SERVICE – Southend (Victoria Circus) to Romford (Market Place) following the same route as service 14 except extended along the Southend Arterial Road to Warley (Alma Factory) and then resume service 14 route to Romford.

14 and 14A COMBINED TIMETABLE

The 25th of June 1961 Joint Service timetable showed the following services: -

SERVICE 14 - There were four Monday to Friday journeys from Southend (Victoria Station), two in the morning to the Marconi factory at Basildon and the Costain Factory at Childerditch Lane and two in the afternoons to Basildon (Marconi Factory) and the other to Vange (Gales Corner). One journey ran from Southend (Victoria Station) to the Harold Hill Industrial Estate - Spilsby Road*.

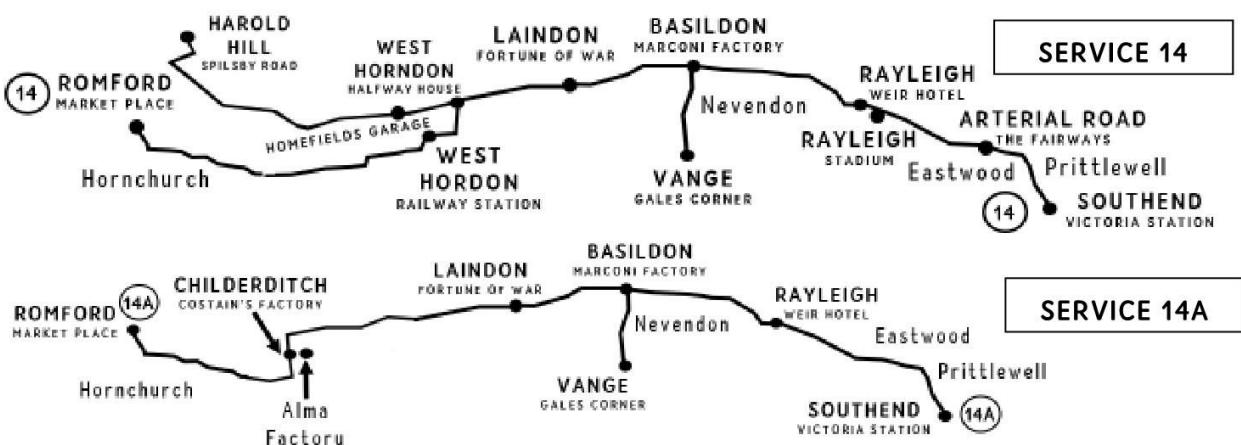
There were eight journeys for service 14 that ran to Southend (Victoria Station) on Mondays to Fridays. Three journeys ran the complete route from Romford (Market Square) – two in the mornings and one in the afternoon. One journey ran from Gales Corner in the mornings to Southend (Victoria Station) but only when the Ekco works were operating, whilst another ran every day from Monday to Friday. Two journeys in the afternoons on Mondays to Fridays ran from Basildon (Marconi Factory) and one from the Harold Hill Industrial Estate- Spilsby Road* to Southend (Victoria Station).

*If the Eastern Electricity Board did not require this journey, the service commenced or terminated at West Horndon (Halfway House).

On Saturdays, there were three journeys from Southend (Victoria Station) – one in the morning to West Horndon Railway Station and two in the afternoons – one to Basildon (Marconi factory) and the other to Rayleigh (Weir Hotel).

On Saturdays there were seven journeys terminating at Southend (Victoria Station) – two were in the mornings commencing at Rayleigh (Weir Hotel) and from Romford (Market Place). In the afternoons, there were four journeys to Southend (Victoria Station), one from West Horndon Railway Station, one from Basildon (Marconi Factory), one from Rayleigh (Weir Hotel) and two from the Southend Arterial Road at The Fairways.

SERVICE 14A – On Mondays to Fridays, there was one journey from Southend (Victoria Station) to Romford (Market Square) in the morning and one in the afternoon, and one return journey from Romford (Market Square) to Southend (Victoria Station) in the morning. There was one afternoon journey from Southend (Victoria Station) to Childerditch (Costain's Factory) in the afternoon. There were no 14A services on Saturdays or Sundays.



RALEIGH STADIUM - GREYHOUND RACING - Additional journeys were provided from Southend (Victoria Station) to Rayleigh Stadium at 7.00 pm with a return journey at 10.00 pm when greyhound racing was held.

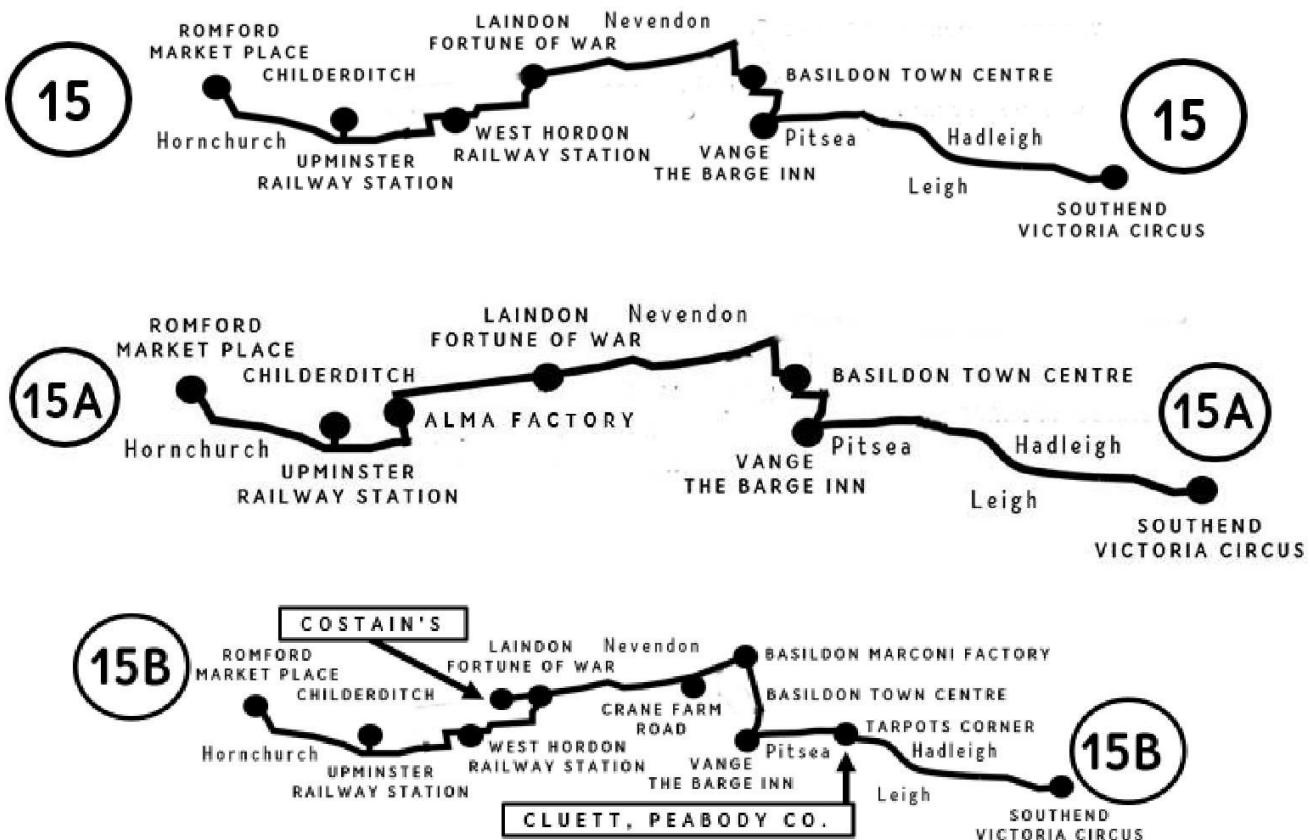
CONNECTIONS WITH SERVICES 15 and 15A - The timetable showed connections with services 15 and 15A to or from Romford.

NEW SERVICES 15, 15A and 15B - replacement of previous service 2A but route changed to run via Basildon- Marconi Factory, instead of Laindon. services ran daily and the frequency on Saturdays were 4 per hour during the day instead of 2 an hour.

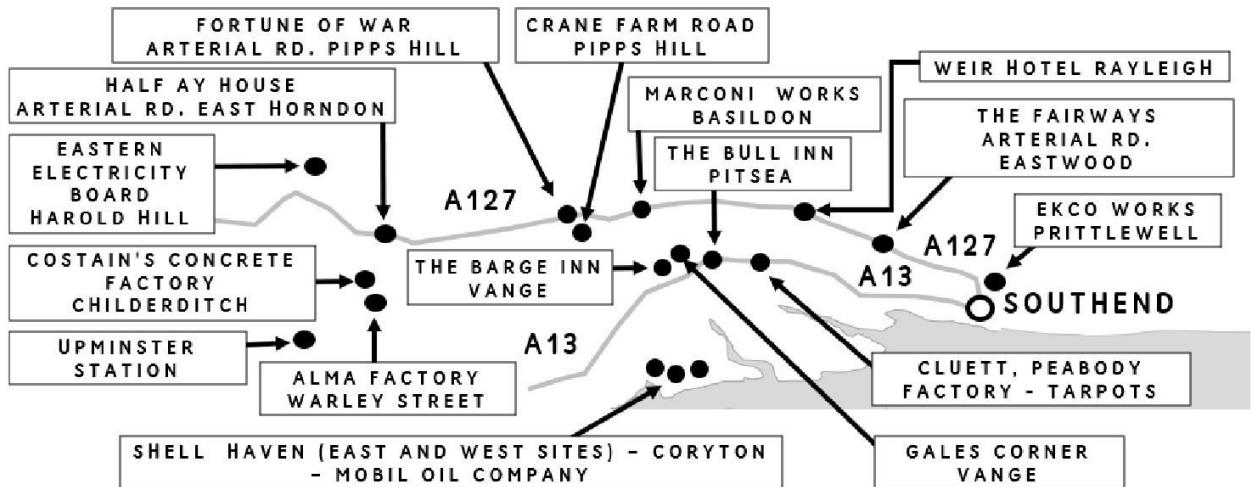
SERVICE 15 - The route for this service was Southend (Victoria Circus) to Romford (Market Place) via Westcliff (Plough Hotel), Chalkwell Schools, Leigh (Elm Hotel), Leigh (Thames Drive), Hadleigh (Church), Hadleigh (Victoria House Corner). Thundersley (Kenneth Road), Benfleet (Tarpots Corner), Bowers Gifford, Pitsea (Station Lane), Vange (Barge Inn), Vange (Gales Corner), Basildon (Town Centre), Laindon (Fortune of War), East Hordon (Halfway House), West Horndon (Station), Upminster (The Bell) and Hornchurch (The Crown).

SERVICE 15A - The route for this service was the same as service 15, except for running via East Horndon (Homefields Garage) instead of West Horndon (Station) and the Alma Factory. Some journeys ran from East Horndon (Halfway House) to Upminster Railway Station. Journeys running towards Southend from Upminster Station went to Warley (Alma Factory) and to Southend (Victoria Circus).

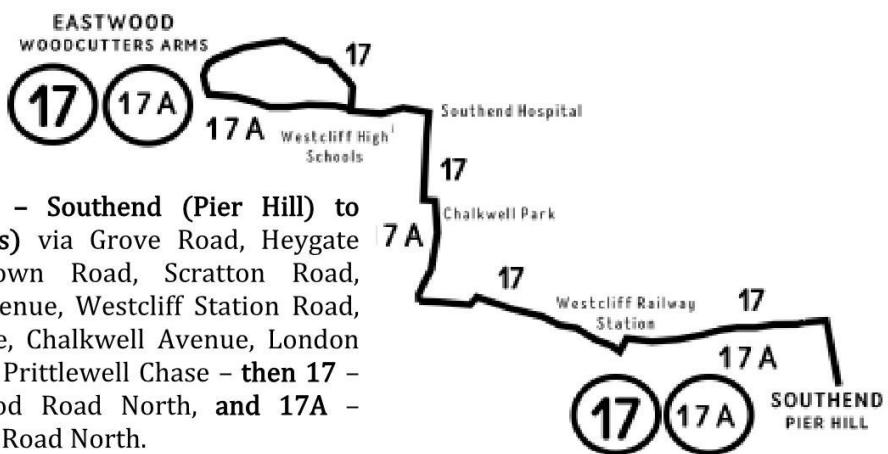
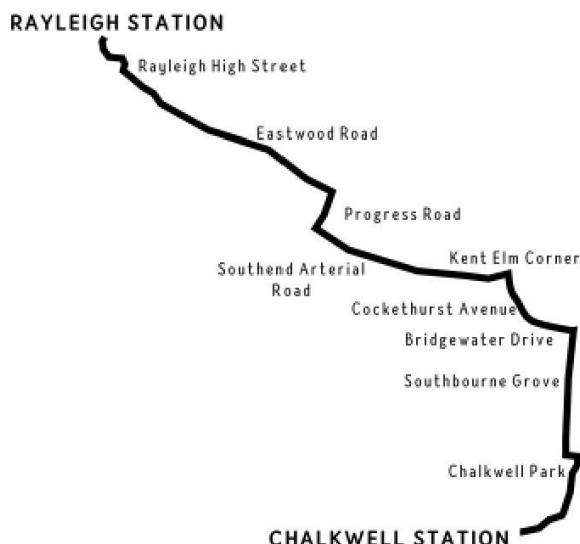
SERVICE 15B - The route of this service benefited factory workers. It followed route 15 with journeys to and from Basildon (Marconi Factory), and Childerditch (Costain's factory) plus one afternoon journey from the Cluett, Peabody factory, at Tarpots to Basildon (Marconi Factory) and one afternoon journey from Crane Farm Road, Nevendon to Laindon (Fortune of War). Several journeys were to and from Upminster Railway Station.



LOCATIONS OF WORK SERVICE TERMINAL POINTS



16 - NEW SERVICE for commuters and factory workers- Chalkwell Railway Station to Rayleigh Railway Station via Ridgeway, Chalkwell Avenue, London Road, Southbourne Grove, Bridgewater Drive, Cockethurst Avenue, Kent Elm Corner, Southend Arterial Road, Progress Road, Rayleigh Road, Eastwood Road, Rayleigh High Street and Crown Hill.



17 and NEW SERVICE 17A - Southend (Pier Hill) to Eastwood (Woodcutters Arms) via Grove Road, Heygate Avenue, High Street, Clifftown Road, Scrutton Road, Cambridge Road, Westcliff Avenue, Westcliff Station Road, Crowstone Avenue, First Avue, Chalkwell Avenue, London Road, Southbourne Grove and Prittlewell Chase - then 17 - Eastwood Land and Eastwood Road North, and 17A - Blenheim Chase and Eastwood Road North.

18 - no change.

19 and 19A - no change.

21 - no change except one return journey on Sundays from Leigh-on-Sea Railway Station to Rochford Railway Station via Rochford Road, Southend Road, South Street and West Street. Interestingly, although there was only one return service on Sundays, the timetable index and table heading showed: -

LEIGH-ON-SEA (Railway Station) – PRITTLEWELL (Hobleythick Lane) “Bell Hotel” - ROCHFORD

22 - WITHDRAWN – MERGED WITH SERVICE 25A

23 – EXTENDED TO RAYLEIGH STATION –

Leigh Railway Station to Rayleigh Railway Station via Belton Way East, Rectory Grove, Elm Road, Leigh Station Road, London Road, Eastwood Road, The Fairway, Eastwood Old Road, Belgrave Road, Southend Arterial Road, Rayleigh High Road, Rayleigh High Street and Crown Hill.

Four additional return journeys Monday to Fridays between Leigh (Rectory Grove) and Belgrave Road.

The 11.43 pm service from Leigh-on-Sea Railway Station waits (up to 5 minutes) for the arrival of the 11.33 pm train from London (Fenchurch Street).

23A TERMINUS ALTERED TO EASTWOOD (Jones' Corner) to operate Leigh-on-Sea Station to Eastwood (Jones Corner) via Bolton Way East, Rectory Grove, Elm Road, Leigh Station Road, Manchester Drive, Elmsleigh Drive and Eastwood Road.

Several services in the mornings and evenings – Mondays to Fridays - commence and terminate at Bloomfield Avenue – Kent Elms Corner.

The 11.43 pm service from Leigh-on-Sea Railway Station waits (up to 5 minutes) for the arrival of the 11.33 pm train from London (Fenchurch Street).

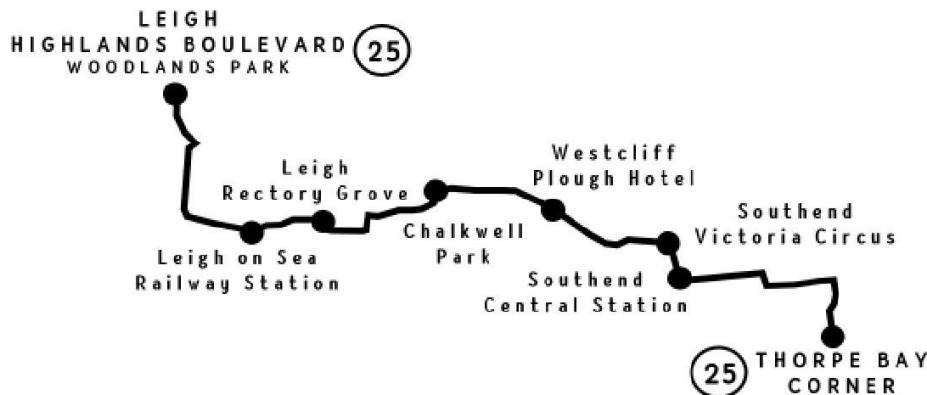
24 – SERVICE FROM LEIGH STATION TO HULLBRIDGE REDUCED

With the extension of service 25A to Hullbridge, the service 24 journeys to Hullbridge were reduced.

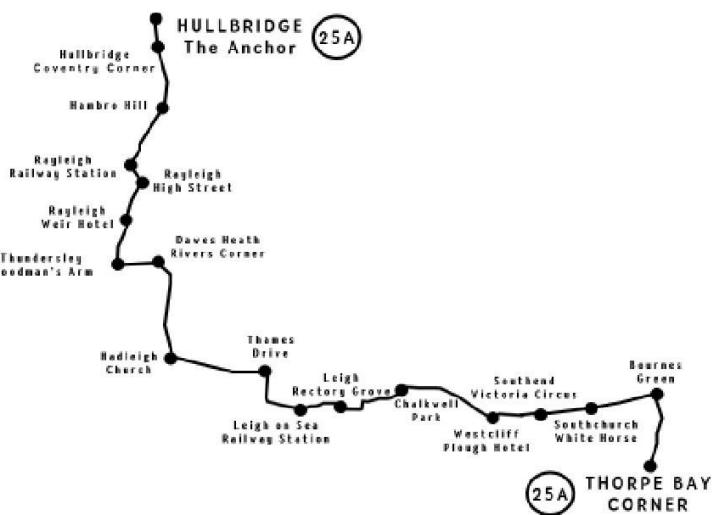
Only one service operated the complete route from Leigh-on-Sea Railway Station to Hullbridge (The Anchor) Mondays to Fridays, and there was one return journey from Hullbridge (Coventry Corner) to Leigh-on-Sea Railway Station. Nearly all services on Mondays to Fridays ran from Leigh-on-Sea Railway Station to Rayleigh Weir only (Kingsley Lane). There was a limited service to Hullbridge on Saturdays but a full service on Sunday with seven services to Hullbridge from Leigh-on-Sea Railway Station, and three services from Hadleigh (Victoria House Corner) and three from Hadleigh Church.



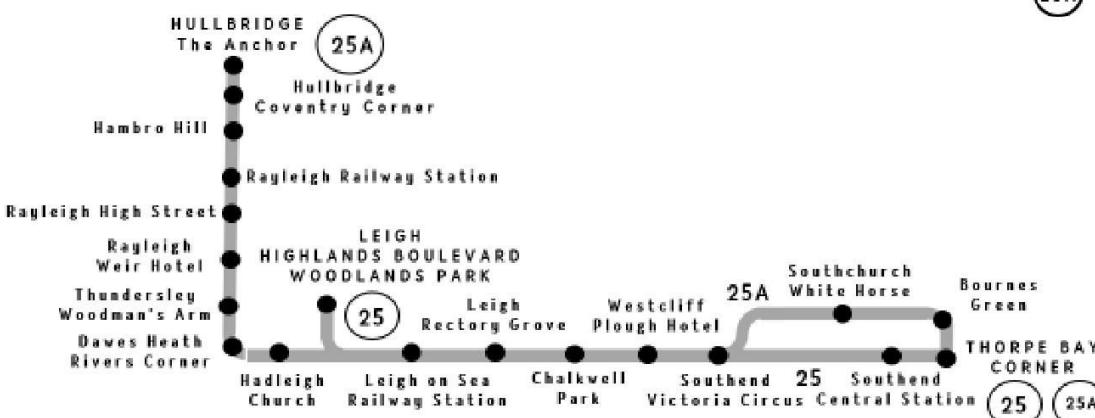
25 - EXTENDED TO THORPE BAY - Leigh (Highlands - Woodlands Park) to Thorpe Bay Corner via Leigh - Thames Drive (London Road), Leigh (Railway Station), Leigh (Rectory Grove), Chalkwell Schools, Chalkwell Park, Westcliff (Plough Hotel), Southend (Victoria Circus), Southend (High Street), Southend (Central Station), York Road, Leamington Road, Woodgrange Road, Lifstan Way and Thorpe Esplanade.



25A - NEW SERVICE TO HULLBRIDGE - Hullbridge (The Anchor) to Thorpe Bay Corner via Hullbridge (Coventry Corner), Hambro Hill Corner, Rayleigh (Railway Station), Rayleigh (High Street), Rayleigh (Weir Hotel), Thundersley (Woodman's Arms), Dawes Heath (Rivers Corner), Hadleigh (Church), Leigh (Thames Drive), Leigh (Railway Station), Leigh (Rectory Grove), Chalkwell Schools, Chalkwell Park, Westcliff (Plough Hotel), Southend (Victoria Circus), Southchurch (White Horse), Bournes Green and Thorpe Hall Avenue.



SERVICES 25 AND 25A



SERVICES 25 AND 25A - FIVE MINUTE FREQUENCY

Services 25 and 25A partly overlayed the main tram route that ran between Southchurch and Leigh Church until 1942 and the combined frequency of service 25 and 25A between Southend Victoria Circus and Leigh Church on Mondays to Saturdays was 5 minutes based on the 10-minute frequency for service 25 from Lifstan Way - Woodgrange Road to Leigh Church and 10-minute frequency for service 25A from Southend Victoria Circus to Leigh Church.

SERVICE 25 VARIATIONS

One Service 25 commences as service 5 from Shoeburyness (Blackgate Road) at 4.33 pm and continued as service 25 from Southend Victoria Circus to Leigh Church.

Three Monday to Friday services commenced from Chalkwell Schools to Southend Victoria Circus and continued as service 5A to Shoeburyness (Blackgate Road).

SERVICE 25 CIRCULARS

Most service 25 journeys continued from Thorpe Bay Corner as service 25A via Southchurch Road.

SERVICE 25A CIRCULARS

Most service 25A journeys continued from Thorpe Bay Corner as service 25 via Woodgrange Drive.

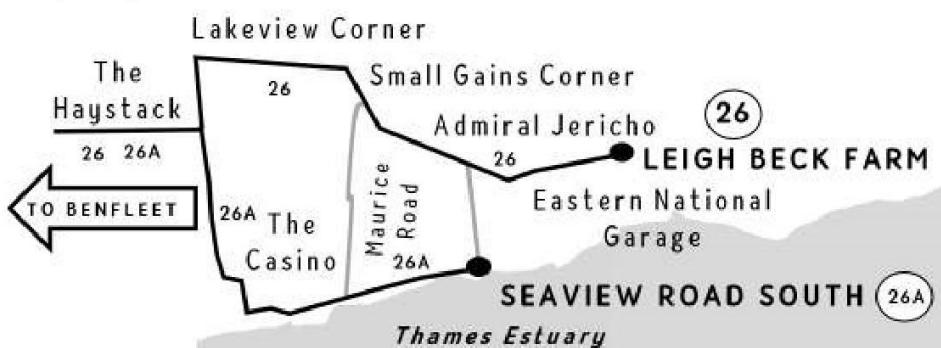
SERVICE 25A TO HULLBRIDGE

A separate timetable showed to Hullbridge 25A services. Most services continued as service 25 via Woodgrange Drive to Southend (Victoria Circus). Service 24 journeys had been included in these timetables even though they did not serve Dawes Heath.

26 – no change

26A – Extended to Maurice Road South and Seaview Road South.

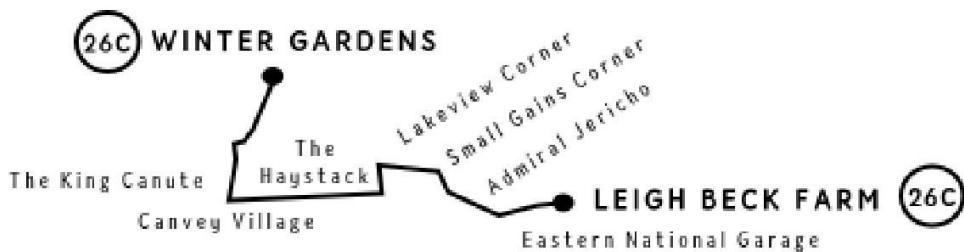
This once “Summer Only” service became daily and was extended from Canvey Bridge (Benfleet Station) to Seaview Road (South).



26C - NEW SERVICE TO THE “WINTER GARDENS”

Named by a land speculator in 1901, the “Winter Gardens” on Canvey Island was to have a residential developer that included a tramway (please see page 9).

Service 26C ran from The Winter Gardens to Leigh Beck Farm with four return services on Mondays to Fridays plus a “school days” only service and a short working to Canvey Haystack. Saturdays had four return services. *(Service 26B was reserved for the infrequencies service to Thorney Bay Holiday Camp – please see page 105.)*



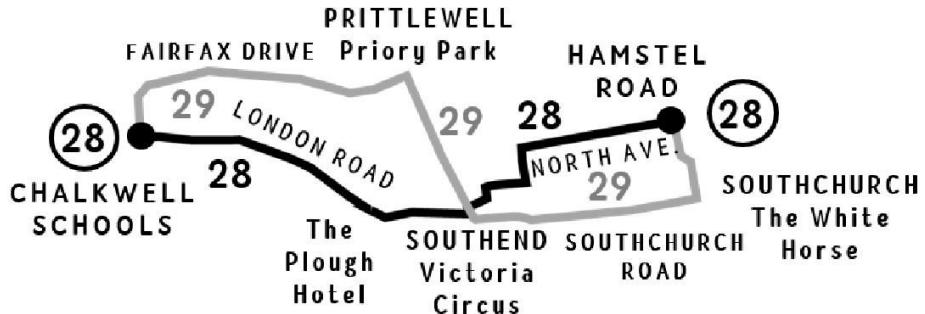
27 – no change

28 and 29 - SIMPLIFIED “WESTERN” AND “EASTERN” CIRCULARS

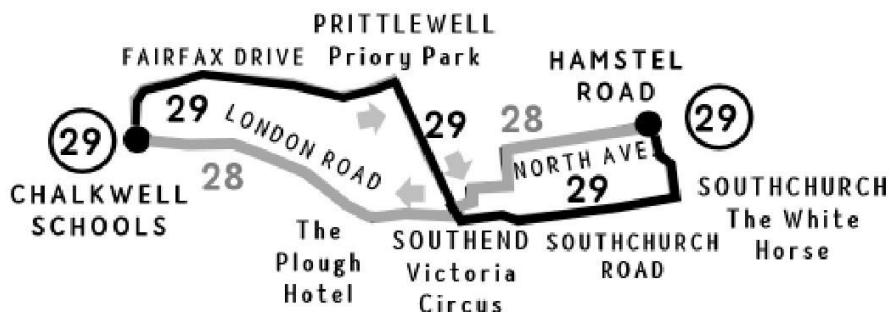
The evolution of the “Western” and “Eastern” circulars had been simplified by 1961, with service 28 operating from Chalkwell Schools to Hamstel Road via London Road, Victoria Circus and North Avenue. *Continued next page.*

The Mondays to Friday's frequency for service 28 was 15 minutes and 7.5 minutes between Southend (Victoria Circus) and Chalkwell (Eastwood Boulevard) for service 29.

This simplification reflected the trolleybus service in the last year of operation in 1954.

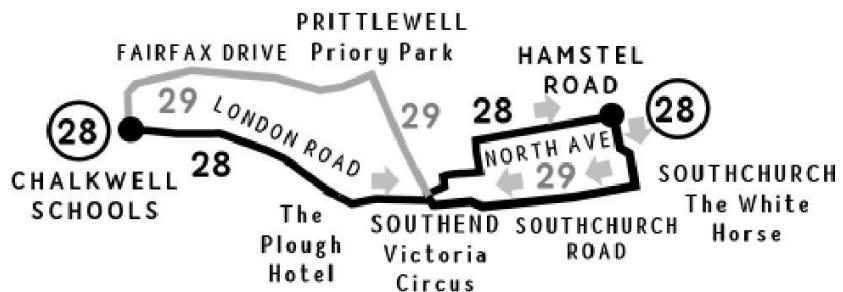


And service 29 operated from Chalkwell Schools to Hamstel Road via Fairfax Drive, Prittlewell (Priory Park) Victoria Avenue, Southend (Victoria Circus), Southchurch Road and Southchurch (White Horse).



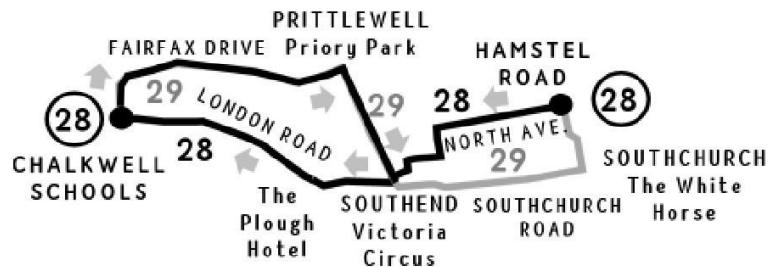
28 - "EASTERN CIRCULAR"

Service 28 journeys to Hamstel Road via North Avenue show "EASTERN CIRCULAR" and run via Southchurch White Horse and Southchurch Road to Victoria Circus.



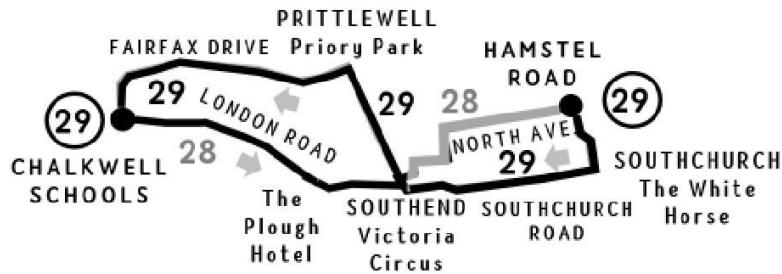
28 - "WESTERN CIRCULAR"

Service 28 journeys to Chalkwell Schools via North Avenue and London Road show "WESTERN CIRCULAR" and run via Fairfax Drive and Prittlewell (Priory Park) and Victoria Avenue to Victoria Circus.



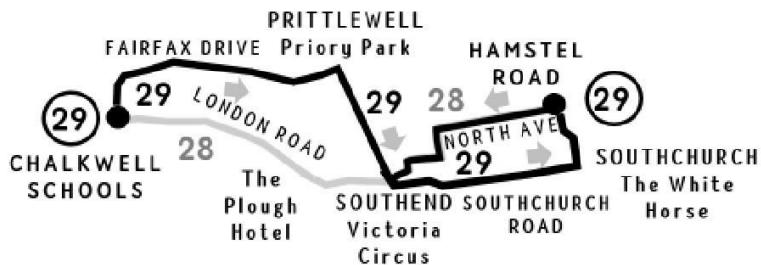
29 – “WESTERN CIRCULAR”

Most 29 services from Hamstel Road via Southchurch (White Horse), Southend (Victoria Circus), Victoria Avenue, Prittlewell (Priory Park) and Fairfax Drive, continued from Chalkwell Schools to Southend (Victoria Circus) via London Road as “Western Circular”.



29 – “EASTERN CIRCULAR”

Most 29 services from Chalkwell Schools to Hamstel Road via Fairfax Drive, Prittlewell (Priory Park) Victoria Avenue, Southend (Victoria Circus), Southchurch Road, and Southchurch (White Horse), continued from Hamstel Road to Southend (Victoria Circus) via North Avenue.



29 – MAINTAINING THE HIGH FREQUENCY

To maintain the 7.5-minute frequency along Fairfax Drive as the “Western Circular” only ran at 15-minute intervals, an additional service ran between Southend (Victoria Circus) to Eastwood Boulevard via Victoria Avenue, Prittlewell (Priory Park) and Fairfax Drive. Additional services in the mornings and evenings, ran between Hamstel Road and Southend (Victoria Circus), via Southchurch (White Horse).

29A – SOUTHEND GENERAL HOSPITAL SERVICE

By 1961, this service had been separated from the “Circular” services and 29A only ran on Mondays to Fridays, three return journeys and Sundays, two return journeys. The route was Southend (Victoria Circus), Victoria Avenue, Prittlewell (Priory Park), Fairfax Drive, Highfield Crescent, Highfield Gardens, Prittlewell Chase and Southend General Hospital.

61 – no change

61A – no change

61B – no change

61C – no change

62 – no change

63 – no change

63A – WITHDRAWN – incorporated into service 28.

63B – WITHDRAWN – incorporated into service 29.

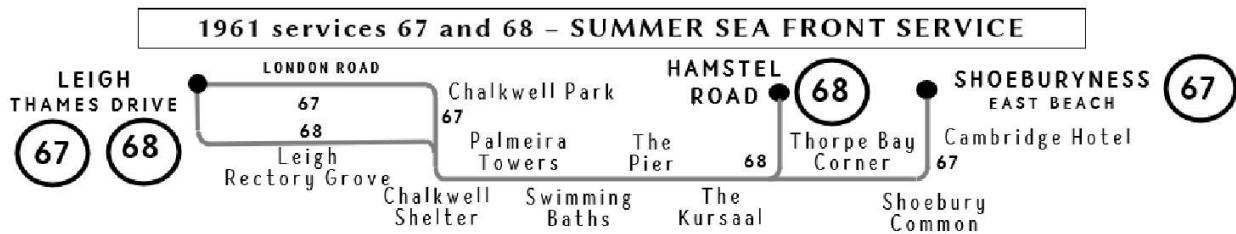
64 – WITHDRAWN

65 – WITHDRAWN

66 – WITHDRAWN

67 and 68 - SUMMER SERVICES

By June 1961, the previous "summer only" services had been reduced from five services* to two: -



67 – Shoeburyness (East Beach) to Leigh (Thames Drive at London Road) via Rampart Terrace, Rampart Street, Smith Street, Campfield Road, Ness Road, Shoebury Common Road, Thorpe Esplanade, Eastern Esplanade, Thorpe Bay Corner, Marine Parade, The Kursaal, The Pier, Western Esplanade, The Leas, Chalkwell Esplanade, Chalkwell Shelter, Chalkwell Avenue, Chalkwell Park, London Road, and Leigh (Elm Hotel)

68 – Southchurch (Hamstel Road) to Leigh (Thames Drive at London Road) via Southchurch (Eastern Avenue), Hamstel Road, Southchurch (White Horse), Lifstan Way, Marine Parade, The Kursaal, The Pier, Western Esplanade, The Leas, Chalkwell Esplanade, Chalkwell Shelter, Chalkwell Avenue, Ridgeway, Cliff Gardens, Grand Parade, Grand Drive, Leigh Broadway, Broadway, West, Leigh (Rectory Grove), Marine Parade, and Thames Drive.

*1955 – SUMMER SERVICES

By 1961, the following services had been withdrawn or incorporated into services 67 and 68.

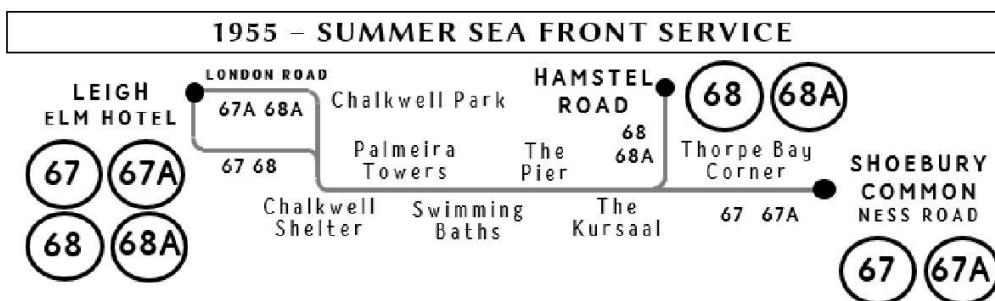
66 - WITHDRAWN Southend (Victoria Circus) to Kursaal via Southchurch Road and Southchurch Ave.

67-EXTENDED from Leigh (Elm Hotel) to Leigh (Thames Drive) and from Shoebury Common to Shoeburyness (East Beach).

67A - WITHDRAWN – incorporated into service 67 except section serving Chalkwell Schools.

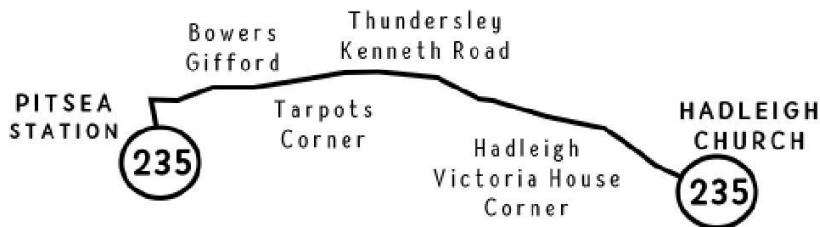
68 - EXTENDED from Leigh (Elm Hotel) to Leigh (Thames Drive).

68A - WITHDRAWN – incorporated into service 68 except section serving Chalkwell Schools.

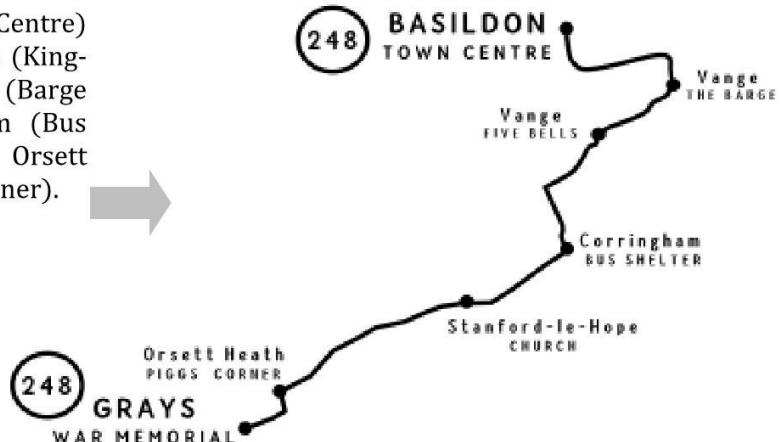


69 – no change.

235 - NEW SERVICE - Pitsea Station to Hadleigh Church (ex J. W. Campbell and Sons service 6 taken over in 1956) via Pitsea (Rectory Road), Bowers Gifford (Pound Lane), South Benfleet (Tarpots Corner), Bread and Cheese Hill, Thundersley (Kenneth Raid), Kiln Riad, and Hadleigh (Victoria House Corner) – commuters service only. Interestingly, for a small operator based in Pitsea, two buses were allocated to the Mondays to Saturdays morning service with one leaving Hadleigh Church at 5.46 am after running empty from Pitsea and arriving at Pitsea Station at 6.04 am and then running from Pitsea Station at 6.20 am arriving at Tarpots Corner at 6.30 am. Another bus ran empty from Pitsea to Hadleigh (Victoria House) to run the 6.23 am service to Pitsea Station arriving at 6.40 am. There were three evening services on Mondays to Fridays operating from Pitsea Station to Hadleigh Church requiring just one bus returning empty to Pitsea Station after each service. *Please see diagram on the next page.*

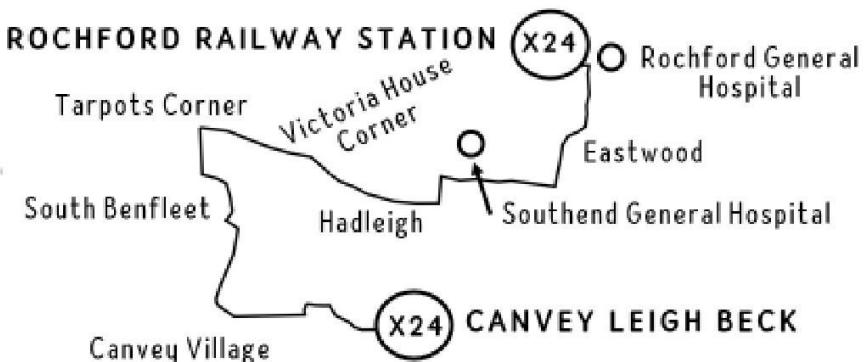


248 -NEW SERVICE – Basildon (Town Centre) to Grays (War Memorial) via Basildon (King-swood), Vange (Gales Corner), Vange (Barge Inn), Vange (Five Bells), Corringham (Bus Shelter), Stanford-le-Hope (Church) Orsett (The Cock) and Orsett Heath (Piggs Corner).



251 – SERVICE AMENDMENT – the road under the “Blue Bridge” at Shotgate was deepened in 1961 to allow double decker “Low bridge height” buses to operate the “Direct Route” and extra services were provided on the previous “Double Decker” route via Rawreth and Rettendon which was no longer provided with the “Full Service”.

X24 –NEW EXPRESS HOSPITAL SERVICE - one return service Wednesdays and Sundays only – Canvey (Leigh Beck) to Rochford Station (for General Hospital) via Admiral Jericho, Small Gains Corner, Lakeside Corner, Haystack, Canvey Village (King Canute), South Benfleet (War Memorial,), South Benfleet (Cemetery Corner), Tarpots Corner, Thundersley (Kenneth Road), Hadleigh (Victoria House Corner), Hadleigh Church, and Westcliff (General Hospital), South Benfleet, Hadleigh and Westcliff (Southend General Hospital).



Z – FOOTBALL SERVICE no change

1964 TIMETABLE

Southend and District Joint Services 19th of April 1964 timetable

In the period between the 25th of June 1961 and the 19th of April 1964, the following major changes were made to the Southend and District Joint Services; -

- More services to Basildon were introduced.

- Services from Canvey Island ran directly to Southend and Romford.
- An express service to London had been introduced.

The specific changes, deletions, alterations, and additions since the 25th of June 1961 timetable, were –

1- No change

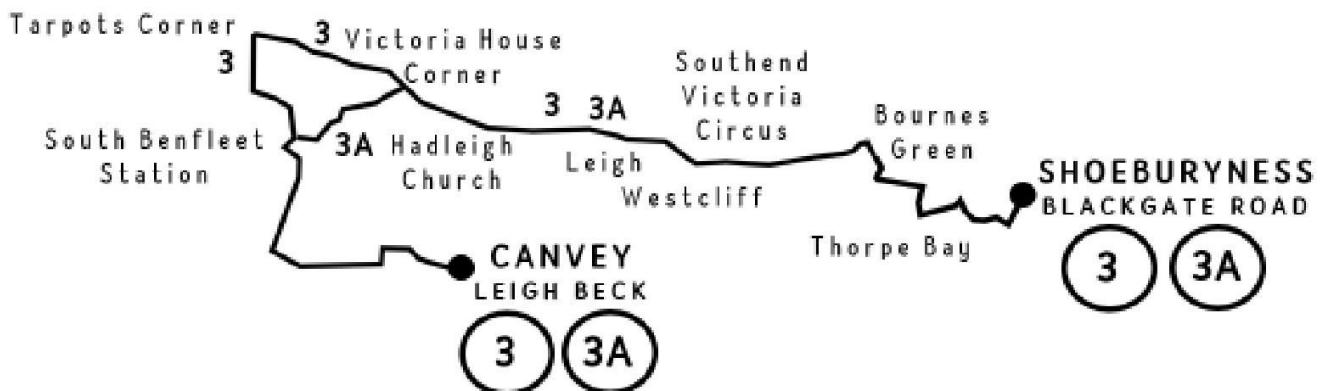
2- No change

2B – No Change

2C – No change – services on Mondays to Saturdays, but only one journey on Sundays – departing Southend at 4.43 am and returning at 6.10 am from Coryton (Mobil Oil Company site).

3 – NEW ROUTE – extended at both ends of previous route – now ran **Canvey (Leigh Beck)** to **Shoeburyness (Blackgate Road)** via South Benfleet, Benfleet (Tarpots Corner), Thundersley (Kenneth Road,) Hadleigh Church, Leigh (Elms Hotel), Westcliff (Plough Hotel), Southend (Victoria Circus) Southchurch (White Horse), Bournes Green, Thorpe Hall Avenue, Acacia Drive, Thorpe Bay (Station Road), Shoebury (Maplin Way), Shoebury (Caulfield Road), Shoeburyness (Ness Road), Shoeburyness Station and Shoeburyness High Street.

3A – NEW SERVICE - **Canvey (Leigh Beck)** to **Shoeburyness (Blackgate Road)** via route 3 except ran via Essex Way between South Benfleet and Hadleigh (Victoria House Corner). *Please see diagram below.*



The timetable showed more frequent services between Shoeburyness and Southend (Victoria Circus and Bradley Street) and between Hadleigh to Canvey for the benefit of commuters to and from Benfleet Station.

3C – NEW NUMBER FOR SERVICE 26C – **Canvey (Leigh Beck)** to **Canvey (Winter Gardens)**

4 – no change

4A – no change

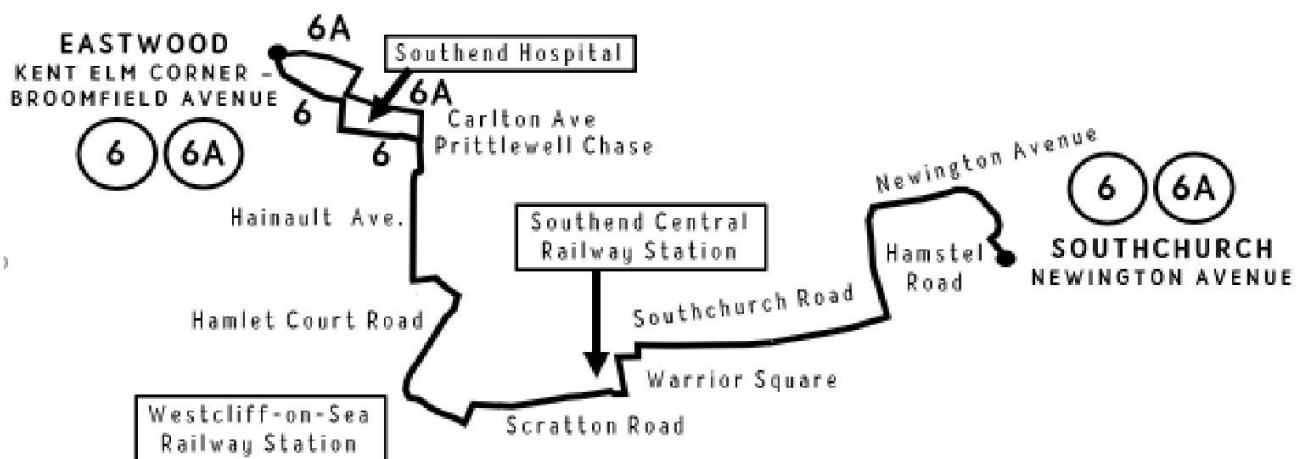
4B – no change

5 – no change

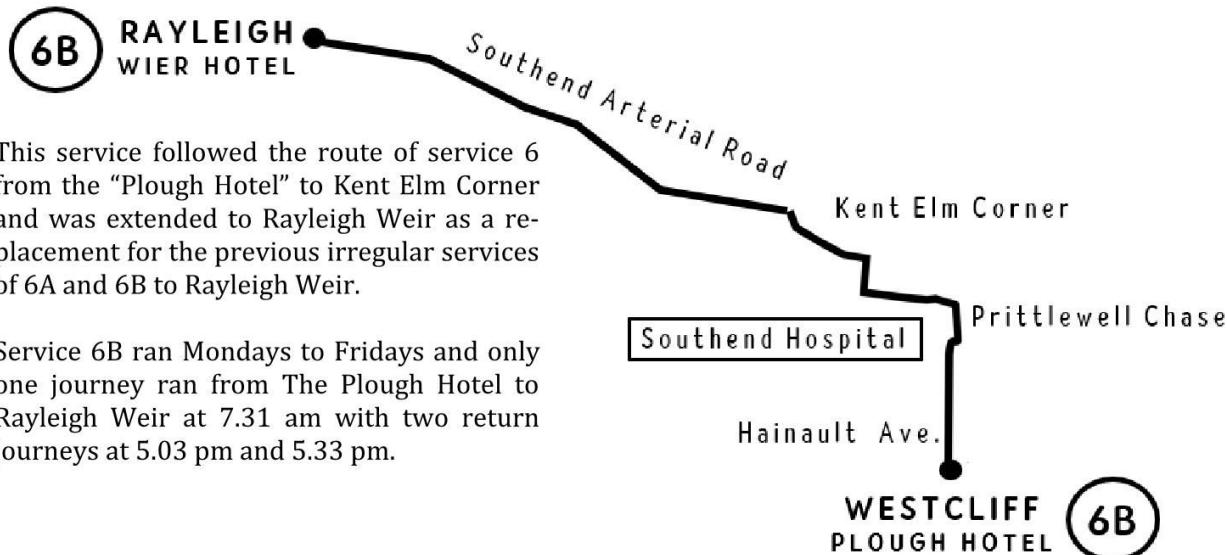
5A – WITHDRAWN (as was the limited stop service from Blackgate Road, Shoeburyness to Southend, Bradley Street)

6 and 6A – ROUTE AMENDED AND CURTAILED – now ran **Southchurch (Newington Avenue)** to **Eastwood (Kent Elm Corner – no longer extended to Rayleigh)** via Roedean Gardens, Newington Ave, Hamstel Road, Southchurch Road, Warrior Square, High Street, Clifftown Road, Scrutton Road, Cambridge Terrace, Trinity Avenue, Westcliff Parade, Station Road, Hamlet Court Road, Albion Road, West Road, Hainault Avenue, Highfield Crescent, Highfield Gardens, Pritlewell Chase, Southbourne Garden, Bridgwater Drive, Southend Arterial Road, and Eastwood (Kent Elm and Bloomfield Avenue). *The journeys to Rayleigh Weir were now covered by new service 6B.*

SERVICE 6A - as service 6 to Highfield Gardens and then Hobleythick Lane, Carlton Ave, Southbourne Grove, Prince Ave, Southend Arterial Road, and Eastwood (Kent Elm and Bloomfield Avenue)



6B - NEW SERVICE – Westcliff (Plough Hotel) to Rayleigh (Wier Hotel)



7 - no change

8 - no change

8A – no change except on Sundays, there was only one journey – it ran from Hockley (Spa) to Southend (Victoria Circus) departing at 11.19 am and arriving at 11.46 am.

9 – no change.

9A - no change. (The 8A journey to Rayleigh (High Street) is also shown in this timetable).

9B – no change.

10 – no change.

11 – no change.

11A – no change.

12 – no change.

13 – no change.

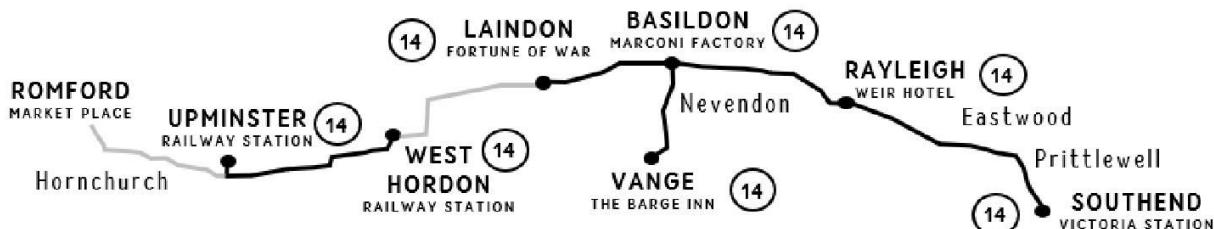
13A – no change. – the scholars' circular journey of service 7 continued.

14 –Southend (Victoria Station) to Romford (Market Place) via Eastwood (Kent Elm Corner), Southend Arterial Road (Fairway), Rayleigh (Weir Hotel), North Benfleet (Harrows), Basildon (Marconi Factory), Vange (The Bull), Laindon (Fortune of War), West Horndon Station, Upminster, and Hornchurch. **No journeys ran the full length of this route.**

Only five services ran on Mondays to Fridays – two in the mornings and only from Southend (Victoria Station) to Basildon (Marconi Factory) and one to Laindon (Fortune of War), and three in the afternoons - one to Vange (The Bull), one to Laindon (Fortune of War), and one from West Horndon Railway Station to Upminster Station.

Journeys towards Southend (Victoria Station) on Mondays to Fridays totalled eight. There were two morning journeys from Vange (The Bull) to Southend (Victoria Station) and two in the afternoons. There was one afternoon journey from Upminster (Railways Station) to West Horndon Railway Station. There were two evening journeys from Laindon (The Fortune of War), one to Southend (Victoria Circus) and one to Rayleigh (Weir Hotel).

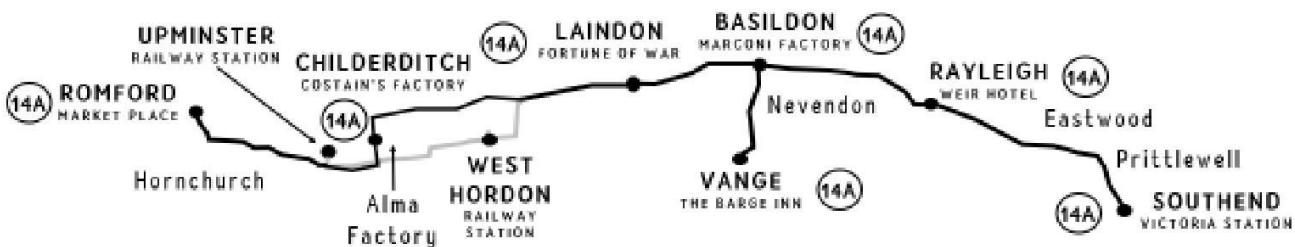
On Saturdays, there was one morning and one afternoon journey from Southend (Victoria Station). The morning journey went to West Horndon Railway Station and the afternoon journey to Basildon (Marconi Factory). Two return journeys of the above services ran to Southend (Victoria Station). There were no Sunday services.



14A –Southend (Victoria Station) to Romford (Market Place) via Eastwood (Kent Elm Corner), Southend Arterial Road (Fairway), Rayleigh (Weir Hotel), North Benfleet (Harrows), Basildon (Marconi Factory), Laindon (Fortune of War), West Horndon Station, Childerditch (Costain's Factory), Warley Street (Alma Street) Upminster and Hornchurch. On Mondays to Fridays, there was one morning journey and one afternoon journey from Southend (Victoria Station) to Romford (Market Place) using the direct route omitting Vange (The Barge), West Hordon Station and Upminster Station. There was one journey in the afternoon from Southend (Victoria Station) to Costain's Factory at Childerditch.

From the direction of Romford (Market Place) to Southend (Victoria Station) on Mondays to Fridays, **there were no journeys covering the complete route.** One morning journey ran from Romford (Market Place) to Basildon (Marconi Factory) and two morning journeys from Vange (The Bull) to Southend (Victoria Station). In the afternoons, there was a journey from Basildon (Marconi Factory) to Southend (Victoria Station).and two evening journeys from Laindon (Fortune of War), one to Southend (Victoria Station), and one to Rayleigh (Weir Hotel).

On Saturdays, there was one journey from Southend (Victoria Station) to Romford (Market Place) using the direct route omitting Vange (The Barge), West Hordon Station and Upminster Station. There were no return journeys.



14A -SUMMER SUNDAYS – on summer Sundays, there were seven return 14A journeys covering the complete route from Southend (Victoria Station) to Romford (Market Place), by-passing Vange, West Horndon Station and Upminster Station.

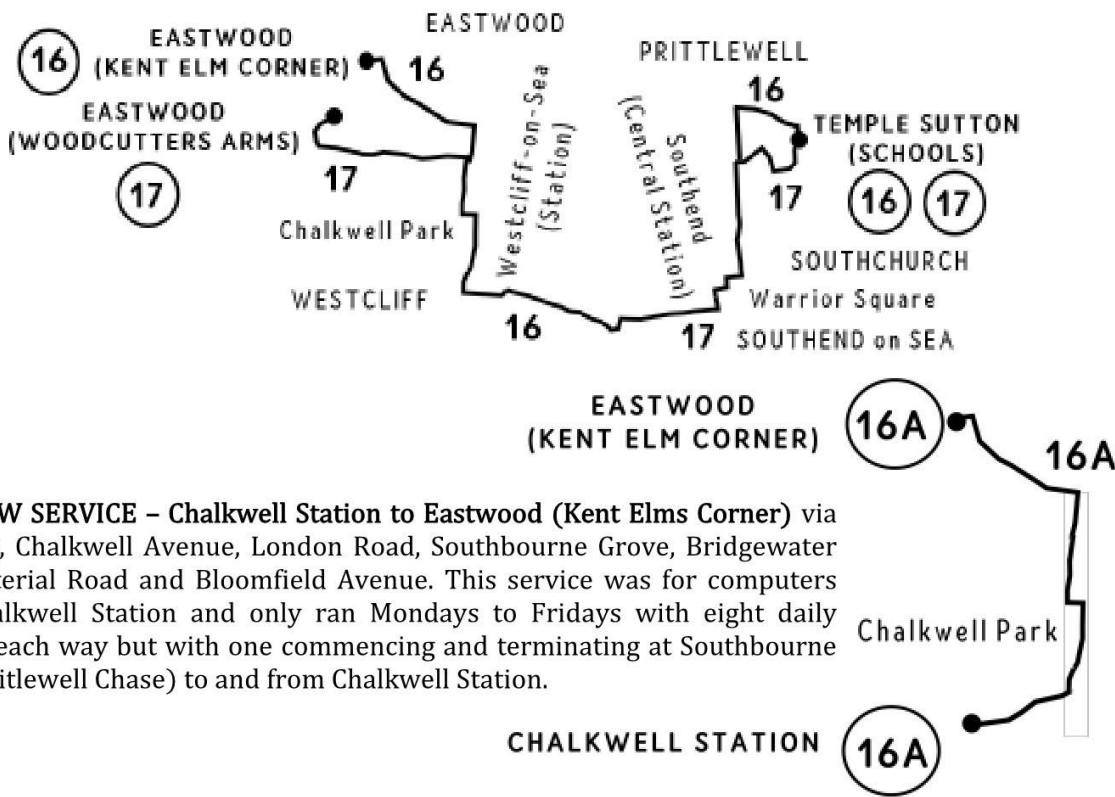
15 – WITHDRAWN

15A – WITHDRAWN.

15B – no change – factory services still operating – an extra morning service ran from Vange (The Bull) to Laindon (Fortune of War).

16 – ROUTE CHANGE – service operated from Temple Sutton Schools to Eastwood (Kent Elms Corner) via Eastern Avenue, Bournemouth Park Road, Southchurch Road, Warrior Square, High Street, Clifftown Road, Scratton Road, Cambridge Road, Trinity Avenue, Westcliff Parade, Westcliff (Station Road), Crowstone Avenue, First Avenue, Chalkwell Avenue, London Road, Southbourne Grove, Bridgewater Drive, Arterial Road and Bloomfield Avenue. *This service is co-ordinated with service 17.*

17 – ROUTE CHANGE - service operated from Temple Sutton Schools to Eastwood (Woodcutters Arms) via Lewes Road, Pantile Avenue, Norwich Avenue, Royston Avenue, Bournemouth Park Road, Southchurch Road, Warrior Square, High Street, Clifftown Road, Scratton Road, Cambridge Road, Trinity Avenue, Westcliff Parade, Westcliff (Station Road), Crowstone Avenue, First Avenue, Chalkwell Avenue, London Road, Southbourne Grove, Kenilworth Gardens, Blenheim Chase, and Eastwood Road. *This service is co-ordinated with service 16.*

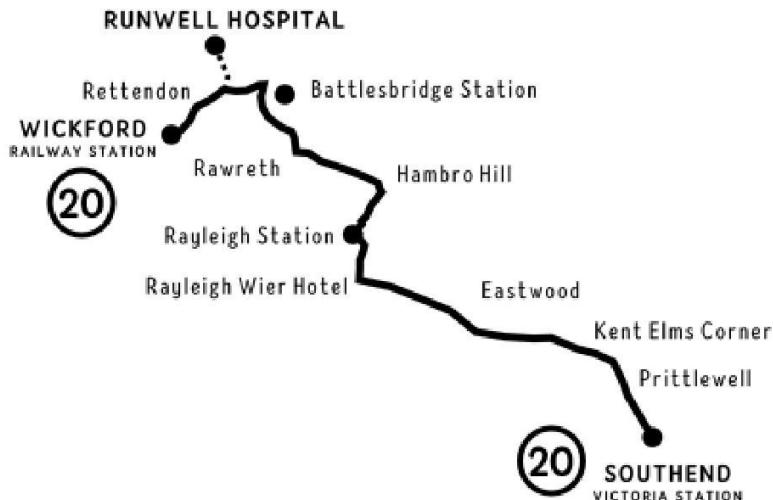


16A – NEW SERVICE – Chalkwell Station to Eastwood (Kent Elms Corner) via Ridgeway, Chalkwell Avenue, London Road, Southbourne Grove, Bridgewater Drive, Arterial Road and Bloomfield Avenue. This service was for computers using Chalkwell Station and only ran Mondays to Fridays with eight daily journeys each way but with one commencing and terminating at Southbourne Grove (Prittlewell Chase) to and from Chalkwell Station.

18 – no change.

19 and 19A – no changes

20 - NEW SERVICE – Southend (Victoria Station) to Wickford (Railway Station) via Eastwood (Kent Elm Corner), Arterial Road (Fairway), Rayleigh (Weir Hotel), Rayleigh High Street, Rayleigh (Railway Station), Hambro Hill (Downhall Road), and Rettendon (Turnpike Corner). This was a daily hourly service included two return services on Sundays to Runwell Hospital. *Please see diagram on the next page.*



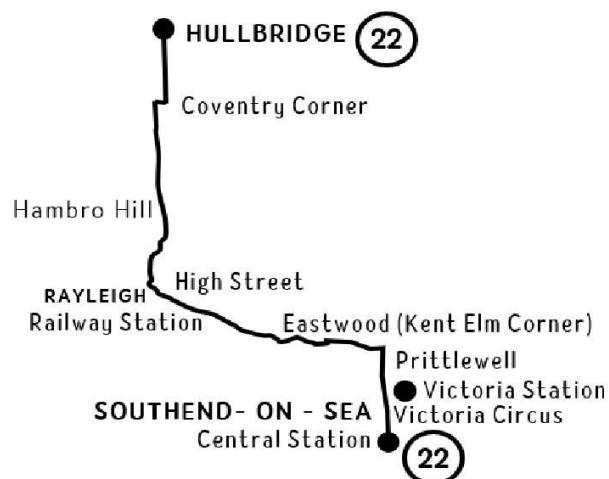
21 – no change, except that two additional journeys ran through to Rochford Railway Station from Leigh-on-Sea Railway Station on Wednesday afternoons in addition to the two return Sunday afternoon services.

22 – SERVICE NUMBER RE-INSTATED – Southend

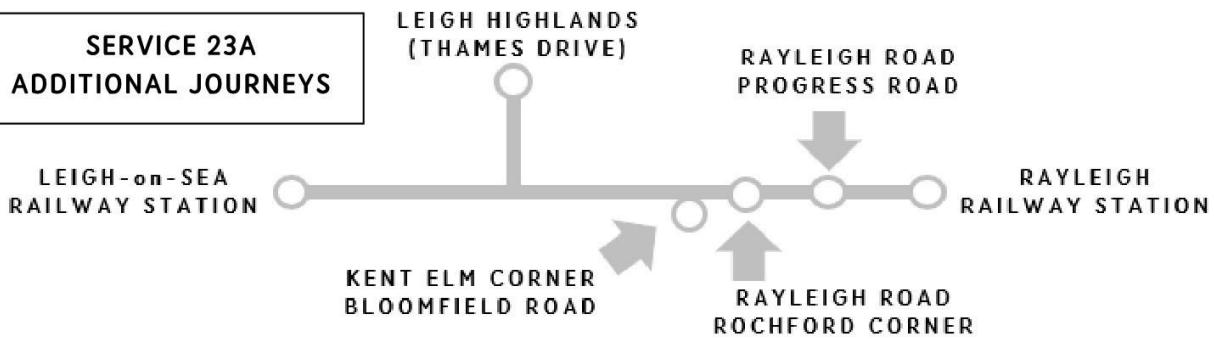
(Central Station) to **Hullbridge (Anchor)** via Southend (High Street), Southend (Victoria Circus), Eastwood (Kent Elm Corner), Rayleigh (High Street), Rayleigh (High Street), Rayleigh (Station), Hambro Hill (Downhall Road), and Hullbridge (Coventry Corner).

23 – no change except the late journey that waited at Leigh-on-Sea Railway Station, for the late train was withdrawn. There were four morning journeys that ran the complete route to Rayleigh Station in the mornings on Monday to Fridays and four evening return services. There were no journeys to Rayleigh Station on Saturdays and Sundays.

23A – SERVICE EXTENDED from Leigh-on-Sea Railway Station to Rayleigh Railway Station via Leigh (Rectory Grove), Station Road corner of London Road, Eastwood (Coombes Corner), Eastwood (Kent Elm Corner) – **some services terminated at Broomfield Avenue** – Eastwood (Rayleigh Road), Rayleigh (Eastwood Road) and Rayleigh High Street. The basic daily Monday to Friday service was three journeys per hour with extra services during peak hours. One journey was extended to Highlands (Thames Drive), one journey to Eastwood Road (Rochford Corner) and one from Eastwood (Progress Road). *Please see diagram on the next page.*



**SERVICE 23A
ADDITIONAL JOURNEYS**



24 - ROUTE WITHDRAWN FROM HULLBRIDGE - now ran between Leigh-on-Sea Railway Station and Rayleigh Station via Thames Drive, Hadleigh Church, Hadleigh (Victoria House Corner), Thundersley (Woodman's Arms), Rayleigh (Weir Hotel) and Rayleigh (High Street).'

25 - No change

25A - SERVICE CURTAILED - now runs only between Thorpe Bay (Thorpe Bay Corner) to Rayleigh Station via Thorpe Hall Avenue, Bournes Green, Southchurch Boulevard, Southchurch Road, Southchurch (White Horse), Warrior Square, Southend (High Street), Southend (Victoria Circus), London Road, Westcliff (The Plough) Chalkwell Park (Schools), Leigh Road, Leigh Broadway, Leigh Church, Leigh-on-Sea Railway Station, Thames Drive, Highland (Thames Drive and London Road), London Road, Hadleigh Church, Dawes Heath (River Conner), Thundersley (Woodman's Arms) Rayleigh Road, Rayleigh (Weir Hotel) Rayleigh (High Street).

26 - ROUTE EXTENDED FROM CANVEY BRIDGE - now ran Canvey (Point Road Eastern National Depot) to Romford (Market Place) via Canvey (Eastern Esplanade (Maurice Road), Haystack, Canvey Village (King Canute), South Benfleet (Railway Station, South Benfleet (Cemetery Corner), Tarpots Corner, Pitsea Broadway, Vange (The Barge), Clay Hill Road (Church Road), Basildon (Town Centre), Laindon High Road (Laindon Link), Laindon (Fortune of War), East Horndon (Halfway House) West Horndon (Railway Station), Cranham (Jobbers Rest), Upminster, and Hornchurch. There were more frequent journeys between Canvey, Eastern National Depot and Benfleet Station to cater for commuters and on summer Sundays, extra services ran in the mornings from Tarpots Corner to Romford.



26A - WITHDRAWN - INCORPORATED INTO SERVICES 3, 3A AND 26.

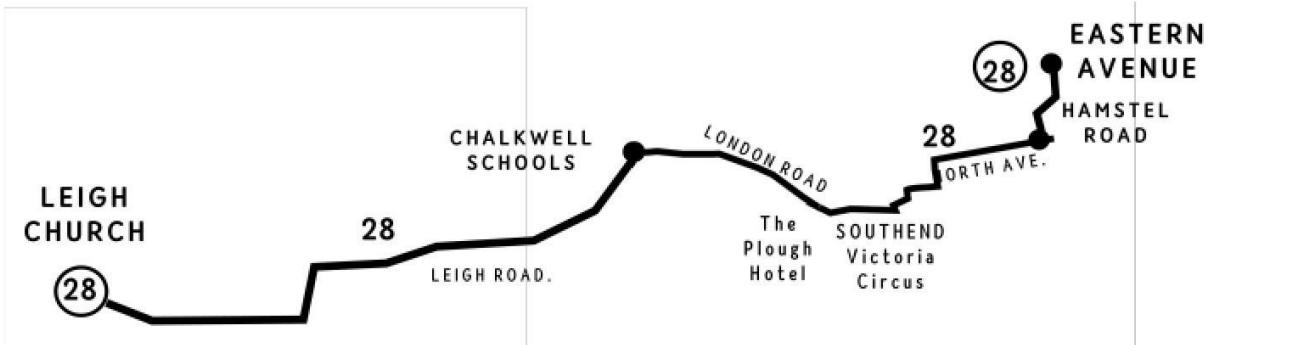
26B - (Service 26B was reserved for the infrequencies service to Thorney Bay Holiday Camp - please see page 96)

26C - RENUMBERED AS SERVICES 3C

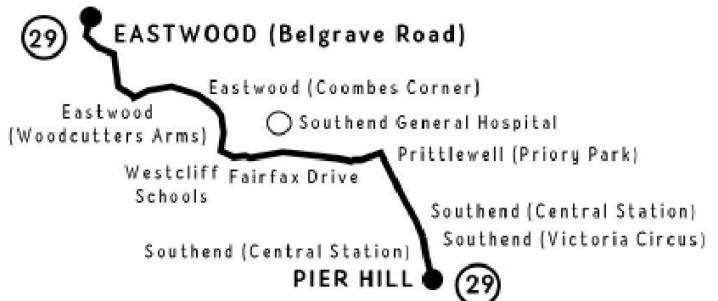
27 - no change

28 and 29 - "EASTERN" AND "WESTERN" CIRCULARS NO LONGER USED. The "Western Circular" became new service 29A.

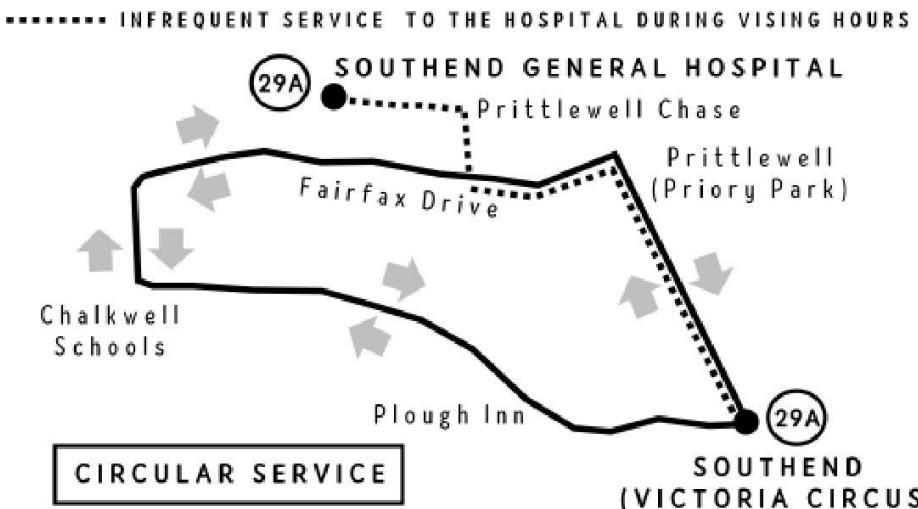
28 - NEW ROUTE -extended from Hamstel Road (North Road) to Hamstel Road (Eastern Avenue) and from Leigh Chalkwell Schools to Leigh Church via North Avenue, Sutton Road, Southchurch Road, Victoria Circus, London Road, Westcliff (The Plough) Chalkwell (Schools) Leigh Road and The Broadway.



29 - NEW ROUTE - Southend (Pier Hill) to Eastwood (Belgrave Road) via Southend (Central Station), Southend (Victoria Circus), Victoria Avenue, Prittlewell (Priory Park), Fairfax Drive, Westcliff High School, Cavendish Gardens, Eastwood (Coombes Corner), Eastwood Boulevard, Kenilworth Gardens, Mountdale Gardens, Eastwood (Woodcutters Arms), Eastwood Road North, The Fairway, Eastwood Old Road.

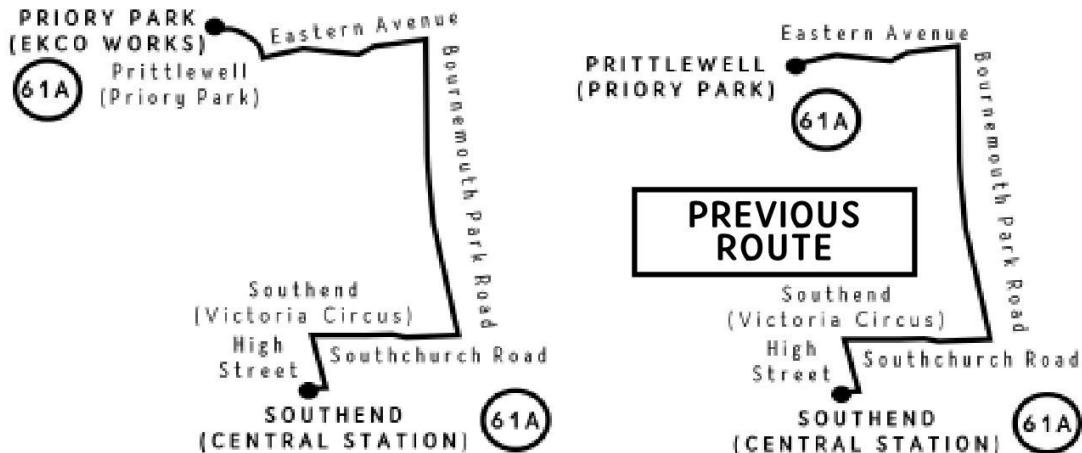


29A - NEW SERVICE - CIRCULAR Southend (Victoria Circus) via Fairfax Drive and Chalkwell Schools to Southend (Victoria Circus) via London Road and in reverse. The infrequent service to Southend General Hospital at Westcliff was also numbered 29a. The main service ran via Victoria Avenue, Prittlewell (Priory Park), Fairfax Drive, Nelson Street, Chalkwell Schools, London Road, Chalkwell Park, and Westcliff (The Plough Inn) and in reverse. The circular service in 1961, following this route, had a peak frequent service pattern of eight journeys per hour but by 1964, it was reduced to four per hour.



61 - no change

61A – ROUTE EXTENDED TO EKCO WORKS via Priory Crescent



61B – SERVICE DISCONTINUED

61C – SERVICE DISCONTINUED

62 – no change

63 – no change

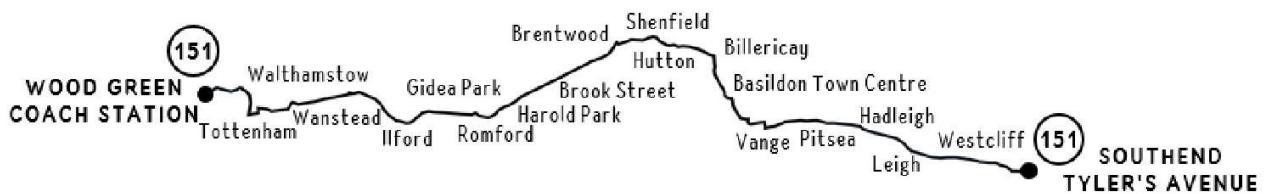
67 – no change

68 – no change

69 – no change

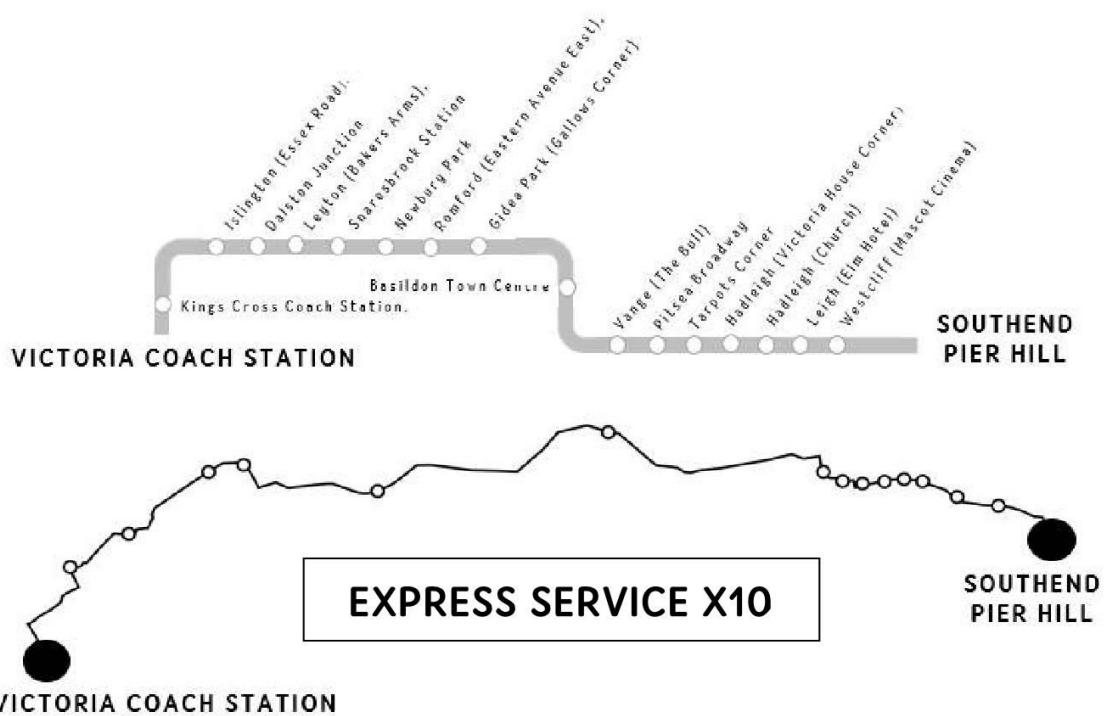
235 - no change to route but service frequency reduced to two morning Monday to Saturday services to Pitsea Station and two return services in the afternoons from Pitsea on Monday to Fridays and one service from Pitsea to Tarpots Corner on Mondays to Saturdays.

151 – NEW SERVICE Southend (Tyler's Avenue) to London (Wood Green) via Southend (Victoria Circus), Westcliff (Plough Hotel) Chalkwell Park (Schools), Leigh (Elm Hotel), Highlands (Thames Drive), Hadleigh (Church), Hadleigh (Victoria House Corner), Thundersley (Kenneth Road), Tarpots Corner, Pitsea (Broadway), Vange (Barge Inn), Basildon (Town Centre), Billericay (Sun Corner), Hutton (The Cheques), Shenfield (Green Dragon), Brentwood (White Horse), Harold Park (Post Office), Gidea Park (Gallows Corner), Romford Market Place, Ilford (Gants Hill), South Woodford (Gates Corner), Walthamstow (The Bell), and Tottenham (Broad Lane). *A few journeys cut off Broad Lane to run via Chestnut Road, Tottenham to make a more direct route to Ferry Road and Walthamstow -the Bell.*



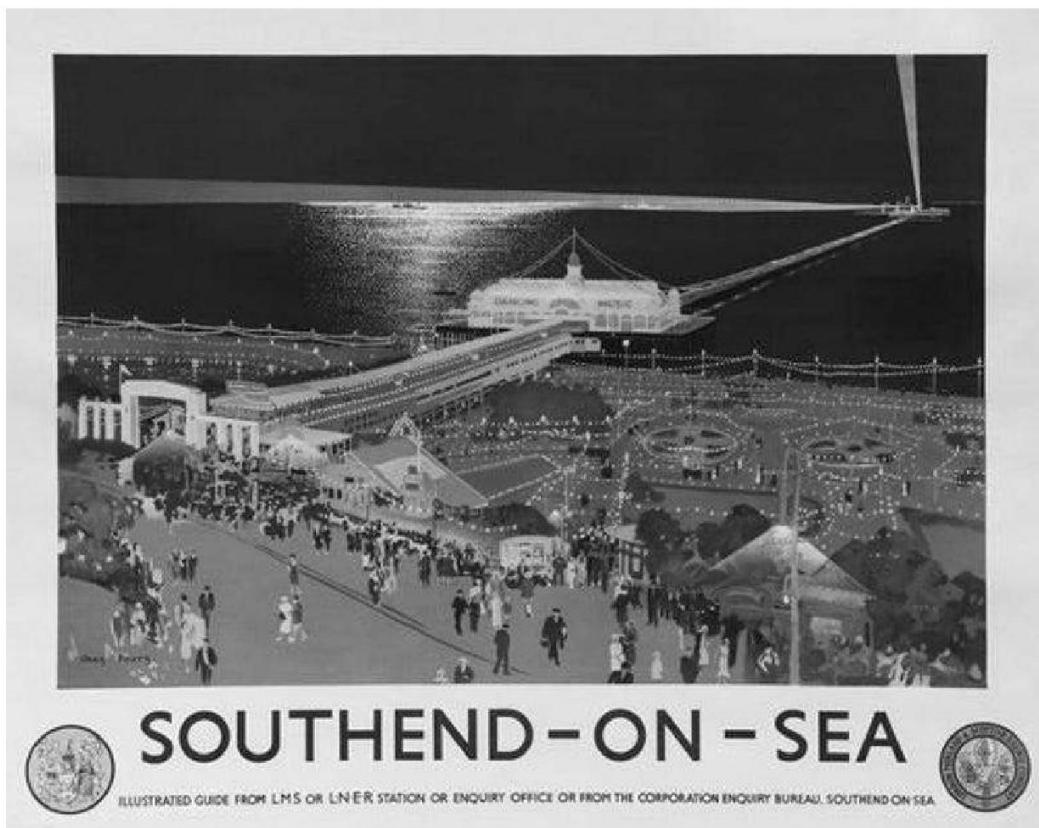
251 – ROUTE ADJUSTMENT – the additional journeys from Rayleigh to Wickford via Rawreth and Rettendon were discontinued.

X10 – NEW SERVICE – LIMITED STOP – Southend (Pier Hill to London (Victoria Coach Station) via Westcliff (Mascot Cinema), Leigh (Elm Hotel), Hadleigh (Church), Hadleigh (Victoria House Corner), Tarpots Corner, Pitsea Broadway, Vange (The Bull), Basildon Town Centre, Gidea Park (Gallows Corner), Romford (Eastern Avenue East), Newbury Park, Snaresbrook Station, Leyton (Bakers Arms), Dalston Junction, Islington (Essex Road), and Kings Cross Coach Station. ***Please see diagram on the next page.***



X24 SERVICE NUMBERED CHANGED TO X90 EXPRESS HOSPITAL SERVICE - one return service Wednesdays and Sundays only – Canvey (Leigh Beck) to Rochford Station (for General Hospital) *Please see diagram on page XXXX*

Z – THIS FOOTBALL MATCH ONLY SERVICE HAD BEEN RE-NUMBERED X91.



WESTCLIFF-on-SEA MOTOR SERVICE

1950 destination blind- in alphabetical order

ALMA FACTORY	LEIGH • STATION RD. CORNER
ASHINGDON • SCHOOLS	LOFTMAN'S CORNER
BARLING • COUNCIL HOUSES	NEVENDON-JOLLY CRICKETERS
C A N E W D O N	P A G L E S H A M
COCKETHURST CORNER	PITSEA - STATION LANE
CREEKSEA • (WALLASEA BAY)	RAYLEIGH - HIGH STREET
EASTWOOD • ARVO ROAD	RAYLEIGH • STADIUM
EASTWOOD • WOODCUTTERS ARMS	ROCHFORD • MARKET SQUARE
E A S T H O R N D O N	ROMFORD • MARKET SQUARE
EASTWOOD • BELLHOUSE LANE	SHOEBURYNESS • BLACKGATE ROAD
FAMBRIDGE • (THE ANCHORS)	SHOEBURYNESS-CAMBRIDGE HOTEL
EASTWOODBURY • WILLSON ROAD	SHOEBURYNESS-LMS RLY STN
EASTWOOD • BELGRAVE ROAD	SOUTH BENFLEET • MEMORIAL
FOULNESS • COURT END	SOUTHCHURCH • WHITE HORSE
G A L E S C O R N E R	SOUTHEND • KURSAAL
GRAYS • WAR MEMORIAL	SOUTHEND • PIER HILL
GREAT WAKERING • (CHURCH)	SOUTHEND • VICTORIA CIRCUS
HADLEIGH CHURCH	STANFORD-LE-HOPE
H A W K W E L L	SUTTONS • SCHOOLS
HOCKLEY SPA	TARPOTS CORNER
HOCKLEY (BULL)	THORPE BAY CORNER
HOCKLEY • RLY. STATION	UPMINSTER • BELL HOTEL
H U L L B R I D G E	UPMINSTER • LMS RLY STATION
LAINDON • FORTUNE OF WAR	W A R N E R S B R I D G E
L A N D W I C K	W E S T C L I F F • H I G H S C H O O L S
LEIGH • THAMES DRIVE	W E S T C L I F F • L M S STATION
LEIGH CHURCH	W E S T C L I F F • S O M E R S E T AVENUE
LEIGH • (HIGHLANDS)	W E S T C L I F F • P L O U G H HOTEL
LEIGH • ELM HOTEL	
LEIGH • L.M.S. RLY STATION	

WESTCLIFF-on-SEA MOTOR SERVICE

PASSING BLINDS 1950

CHALKWELL SCHOOLS LEIGH-ON-SEA HADLEIGH THUNDERSLEY	1	LEIGH-ON-SEA HADLEIGH PITSEA VANCE HOMESTEADS STANFORD-LE-HOPE	2B	SOUTHCHURCH ROAD BOURNES GREEN ROSE INN BARLING COUNCIL HOUSES	4B
LEIGH-ON-SEA HADLEIGH PITSEA VANCE CORNINGHAM STANFORD-LE-HOPE	2	CHALKWELL SCHOOLS LEIGH-ON-SEA HADLEIGH THUNDERSLEY TARPOTS CORNER	3	SOUTHCHURCH ROAD BOURNES GREEN N. SHOEBURY CORNER CAMBRIDGE HOTEL	5
LEIGH-ON-SEA HADLEIGH PITSEA VANCE LAINDON E. HORNDON UPMINSTER HORNCHURCH	2A	SOUTHCHURCH ROAD BOURNES GREEN ROSE INN LITTLE WAKERING CORNER GREAT WAKERING	4	SHOREFIELDS WESTCLIFF STATION HAMLET COURT ROAD ALBION ROAD	6
LEIGH-ON-SEA HADLEIGH PITSEA VANCE LAINDON ALMAFACTORY UPMINSTER HORNCHURCH	2A	GREAT WAKERING LITTLE WAKERING CORNER BOURNES GREEN ROSE INN SOUTHCHURCH ROAD	4A	HAMLET COURT ROAD PRITTLEWELL CHASE ARTERIAL ROAD	6B
CUCKOO CR. PRINCE AVE. THE BELL FEECHES RD. ROCHFORD ASHINGDON HOCKLEY	7	CUCKOO CORNER MANNERS WAY ANNE BOLEYN SUTTON ROAD	9B	CLIFFTOWN RD. SHOREFIELDS WESTCLIFF L.M.S. BY S TH CHALKWELL PRITTLEWELL CHASE WESTCLIFF HIGH COOMBS CR.	17
CUCKOO CR. PRINCE AVE. THE BELL FEECHES RD. ROCHFORD HAWKINELL HOCKLEY	8	CUCKOO CORNER MANNERS WAY ROCHFORD STAMBRIDGE	10	SOUTHCHURCH ROAD BOURNES GREEN ROSE INN LITTLE WAKERING CORNER GREAT WAKERING	18
CUCKOO CR. PRINCE AVE. THE BELL FEECHES RD. ROCHFORD	8	CUCKOO CR. PRINCE AVE. THE BELL, ROCHFORD ASHINGDON CHURCH ASHINGDON SCHOOLS	11	WESTERN ESPLANADE CHALKWELL AVENUE GRAND PARADE PALL MALL	19
CUCKOO CR. PRINCE AVE. THE BELL FEECHES RD. ROCHFORD STROUD CRN. HOCKLEY	8A	CUCKOO CR. PRINCE AVE. THE BELL, ROCHFORD STAMBRIDGE, LAKES HILL ASHINGDON SCHOOLS	11	WESTERN ESPLANADE CHALKWELL AVENUE LONDON ROAD	19A
PRIORY PARK CUCKOO CORNER THE BELL FEECHES RD. WARNERS BRIDGE	9	CUCKOO CORNER MANNERS WAY ROCHFORD STAMBRIDGE CANEWOOD	12	STATION ROAD MANCHESTER DRIVE WESTCLIFF HIGH ST CALTON AVENUE	21
LEIGH CHURCH STATION RD. WESTLEIGH SCHOOLS HADLEIGH, DAWES HEATH RAYLEIGH, COVENTRY CR.	22	LEIGH L.M.S. BY S TH THAMES DRIVE HADLEIGH VICTORIA HOUSE	24		
HADLEIGH, DAWES HEATH RAYLEIGH HIGH ST & S TH COVENTRY CORNER	22	LEIGH L.M.S. BY S TH THAMES DRIVE, HADLEIGH VICTORIA HOUSE, WOODMAN RAYLEIGH WEIR	24		
LEIGH CHURCH, STATION RD. WESTLEIGH SCHOOLS WOODCUTTERS COOMBES CR KENT ELMS CR. RAYLEIGH RD	23	THORPE HALL AVENUE SOUTHCHURCH ROAD LONDON ROAD LEIGH ROAD	25A		
LEIGH CHURCH, STATION RD. WESTLEIGH SCHOOLS WOODCUTTERS COOMBES CORNER	23	EASTERN ESPLANADE LITSTAN WAY, WOODCHARGE DRIVE HIGH STREET, LONDON ROAD LEIGH ROAD	25B		

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- Eastern National and Westcliff-on-Sea Motor Services commencing 1st June 1954, New Writtle Street, Chelmsford.
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